



THE NOR'EASTER

DECEMBER 2015 DECEMBER 2015 DECEMBER 2015 DECEMBER 2015 DECEMBER 2015 DECEMBER 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.

Whether you drive a Cayenne, Boxster, Cayman, Panamara or 911, remember, EPE is one of the only "Porsche specific" independent service and repair facilities in New England with a talented staff, dedicated to making your Porsche ownership experience as rewarding and exciting as it can be.



508-651-1316

165 West Central St. Natick, MA

epe.com



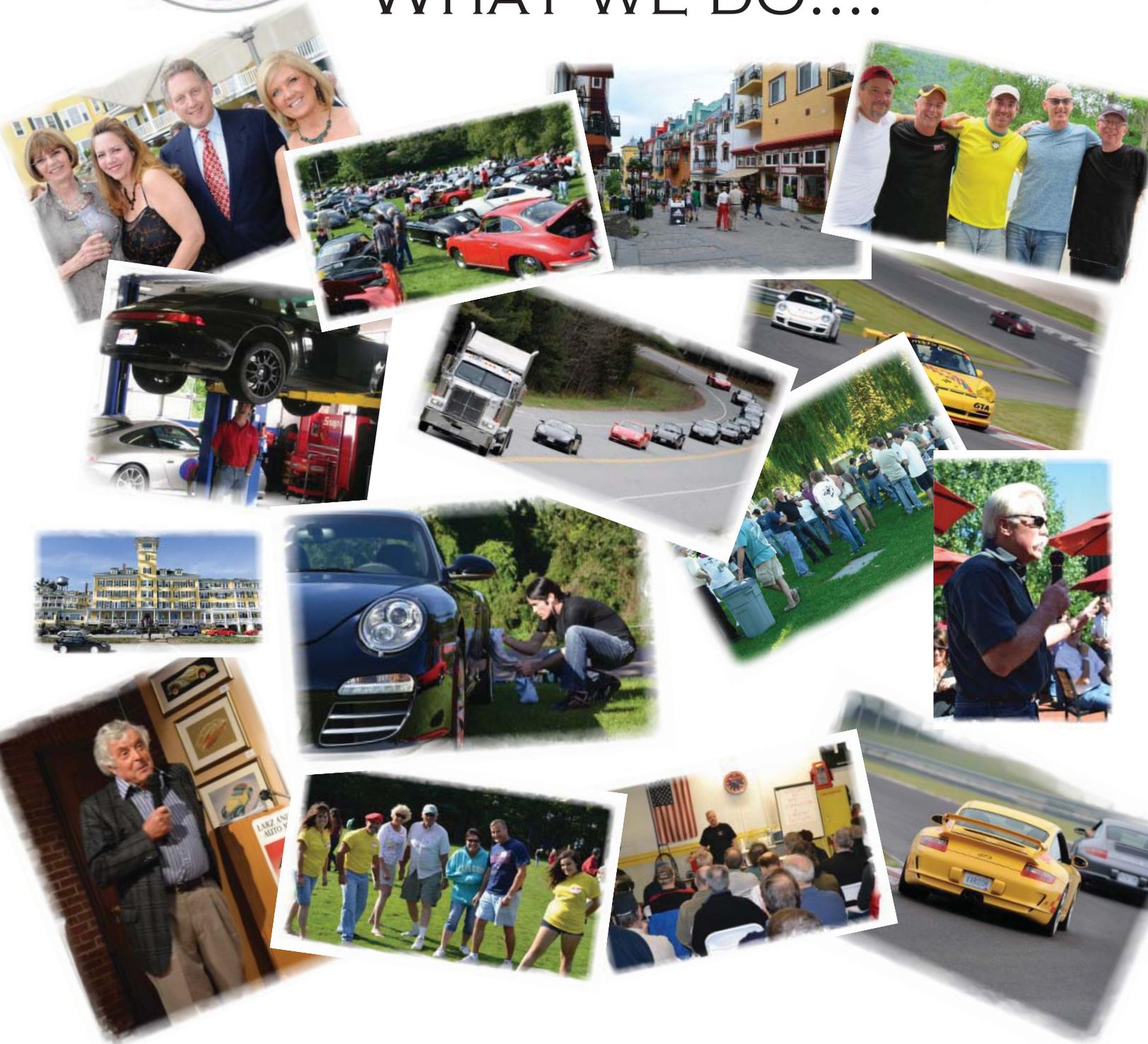
Find us on [facebook.com/EPE-European-Performance-Engineering](https://www.facebook.com/EPE-European-Performance-Engineering)

WHO WE ARE....

PORSCHE



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 43
ISSUE NO. 1

JANUARY 2015 JANUARY 2015

FEATURES

16 WINTER WARMER

18 *NER PCA Annual Gala*

21 **RESUBSCRIBE!**

23 *Announcing The NER Calendar*

24 **Ground School**

26 **EPE TECH SESSION**

27 **Instructor Training Seminar**

28 2015 NER RAMBLE

30 *October SoBo*

32 A VISIT TO PAUL RUSSELL

38 **Welcome to the Club**



30



30



38

DEPARTMENTS

- 10 Anniversaries
- 16 Calendar
- 41 Marketplace
- 42 New Members
- 42 Board of Directors and Committee Chairs

COLUMNS

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

COVER



Cover Photo
Adrienne Ross

The NOR'EASTER (ISSN-0199-4425) is published monthly for an annual fee of \$15.00 by the Porsche Club of America, Northeast Region at 17 Karal Dr. Framingham, MA 01701. Periodicals postage paid at Framingham, MA and at additional mailing offices.

Postmaster: Send address changes to:
The NOR'EASTER
17 Karal Dr.
Framingham, MA 01701

All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full credit is given the NOR'EASTER and the author. No

material may be reproduced if the NOR'EASTER was given the right to publish another publications material.

They reserve all rights to that material.

Editor Adrienne Ross
Contributing Editor Michael Kerouac

Graphic Designer Adrienne Ross

Copy Editor

Advertising Mgr. Adrienne Ross

Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%), six months (10%), and one year (15%). Copy should be supplied photo ready or equivalent. All advertising inquiries and all

advertising copy should be submitted to: Adrienne Ross 791-249-5091 (business hours please).

All checks payable to NER/PCA

Advertising Rates

Full page - \$104/issue

Inside front & back cover, full pg. - \$144/issue

Back cover, 2/3 pg. - \$114/issue

Half page - \$83/issue;

One third page - \$68/issue

Quarter page - \$52/issue

Business card - \$37/issue

www.porschenet.com



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

Writing and opinions expressed by the contributors in The NOR'EASTER do not necessarily represent those of the Porsche Club of America, or any of their subsidiaries, or regions.

On the Edge

of Fast



Adrienne Ross

Happy New Year! I find myself on year five of editing "The Nor'easter," and still loving it! The NER board laughingly tells me that I'm on board for 25 years, so I'm down to 20 years left! Whew! It goes by in a blink doesn't it?

I think I'll skip my January retrospective this year. Most of you have heard it, and if you haven't? Well I'm usually at the events, come find me and say "Hi."

I've been thinking about fast. How fast, errrrr how fast? I.e. how far can you get in how little time.

A rising-pitch ghost siren augers into your ears as you're not so much accelerating as pneumatically suctioned into the future.

This is a slight obsession of mine in production — or semi-production — street cars. The top marques are always battling for first place. The Ferrari F40, the Porsche 959, Lamborghini Diablo Coatl, they were all the miracles of their day. Italy, Germany, Sweden, all out there vying for first place. And then along came an American with big dreams, and deep — very deep — pockets.

In March 1999, Elon Musk founded PayPal. Musk, the company's largest shareholder, owned 11.7% of the company. In October 2002, PayPal was acquired by eBay for \$1.5 billion in stock, of which \$165 million was given to Musk.

Musk founded his third company, Space Exploration Technologies (SpaceX), in June 2002 with \$100 million of his early fortune. SpaceX develops and manufactures space launch vehicles with a focus on advancing the state of rocket technology. SpaceX's Falcon 1 rocket, designed by Musk, became the first privately funded liquid-fuelled vehicle to put a satellite into Earth orbit. On May 25, 2012, the SpaceX Dragon vehicle docked with the International Space Station, making history as the first commercial company to launch and dock a

vehicle to it.

In 2008, Musk assumed leadership of Tesla Motorcars, as CEO and product architect, positions he still holds today. Tesla Motors first built an electric sports car, the Tesla Roadster, with sales of about 2,500 vehicles to 31 countries. Tesla began delivery of its four-door Model S sedan on June 22, 2012 and unveiled its third product, the Model X, aimed at the SUV/minivan market, on February 9, 2012. Model X is scheduled to begin production in early 2015

But that's not really what I'm talking about.

We're here today to marvel at the Tesla Model S P85D. Motor Trend reviewed the car in their January issue, and here are a few things that they had to say about the car. "Within the first degree of its first revolution, 100 percent of the motors' combined 687 lb-ft slams the sense out of you. A rising-pitch ghost siren augers into your ears as you're not so much accelerating as pneumatically suctioned into the future. You were there. Now you're here."

"... it's so fast off the line that the slower-sampling rate of our two high-frequency GPS data loggers was actually missing some of the action; within the first 1/20th of a sec (not even the "O" in "One Mississippi") the car was already going 0.7 mph. To 30 mph the P85D would be four feet ahead of the fastest-accelerating sedan we've tested, the Audi RS7, a gap that holds to 60 when the Tesla punches the clock at 3.1 seconds, a tenth quicker than the Audi (as well as the McLaren F1's accepted time — all of these after subtracting the customary 1-foot rollout)."

That's insane.

In fact, Elon agrees with me. "In the options selection, you'll be able to choose [between] three settings: Normal, Sport and Insane." Elon Musk glanced around and grinned.

Yeah, it will actually say 'In-sane.'"

One has to start to wonder, how fast is fast enough? The Porsche 918 Spider is currently the fastest production car in the world. It's 2.2 seconds from 0-60. At more than three-quarters of a million dollars, I may very well expect to have my retinas flattened to the inside of my skull.

How many more thousandths of a second can we shave off of that I wonder? 'Cause it can't be much, right?

Tesla's have one gear, no waiting. That's why it's so fast. There's no turbo to wind up, no fuel to be fed in that first 0.07 seconds in which the electric car has already traveled three feet.

A good friend of mine wouldn't be "caught dead" in an electric car. Me? I can't wait. Let's go head-to-head in your McLaren F1, and see who gets away first.

The future sounds pretty fast.

In This Issue...

Happy New Year! It's been a big, fun year here at NER PCA! I'd like to personally welcome our new Board members Bob Cohen, and Steve James. It takes love and dedication to run a club like ours, and the Board always loves to see new people with fresh ideas!

2015 will be another banner year with new tracks opening in the area, and Porsche sales high. Whether you're a collector of 914s, or just bought a 2014 Cayenne, NER has something for you.

In this issue we present the last SoBo of the year. Why are we talking about October in January? Well because the story slipped through the cracks here at the NOR'EASTER. Sorry Roger!

If you are a regular attendee of this event, Roger needs a little help putting the April event together... sign up and help a PCA brother out.

It's time for the Ramble again! Sign up early to this premiere event!

We visited Paul Russell again this year, and here's one of the benefits of subscribing to the hard copy - we don't post these pics online! So as a subscriber, you get the inside scoop!

I hope you have a blessed and wonderful new year! I'll see you out there!

Up To Speed

A New Year



Kristin Larson

First, I want to say thank you to the 2014 Board of Directors for an amazing 2014 — I can't thank you all enough. And while I will miss those who aren't returning to the board next year, I know where you live. I am looking forward to 2015 with some returning and some new board members. By the time you read this, our annual dinner should be days away, so I'm hoping to see many of you there!

As Northeast Region has wrapped up its 55th Anniversary as a region, I thought I would reminisce on the history of NER. NER's charter was issued in February 1959

As Northeast Region has wrapped up its 55th Anniversary as a region, I thought I would reminisce on the history of NER.

with 18 members on its letter of petition and 68 members by year's end. Fifty-five years later, we now have 2,558 combined primary and affiliate members. Some interesting historical facts over the years:

1970: Bob Cornell won the Enthusiast of the Year, an award that we have since given to NER's Enthusiast of the Year at each annual dinner

1969: Charles and Martha Dow won the Family of the Year

1961 and 1970: Hosted the Porsche Parade in the Berkshires and Newton, respectively

PCA National is comprised of 140 Regions across North America and these are organized into 13 Zones. PCA National includes a six-member Executive Council, 17 National Committee Chairs, and other committee groups. One of those is the National Parade Committee. The 2015 Parade is in French Link, IN, June 21st–27th, 2015. The 2016 Porsche Parade will be in our back door within Zone 1 at Jay Peak, VT, June 19th–25th, 2016.

Today, NER is one of 18 regions located with Zone 1. Zone 1 has 13,886 members as of October 2014, which accounts for approximately 20% of all membership in

North America. That is a lot. The regions within Zone 1 are located in the Northeastern United States as well as the Canadian provinces from Ontario to the Atlantic Provinces. Twice a year, Presidents from each region meet in Latham, NY for a daylong meeting to discuss issues, changes, and how to learn from each other. At the past meeting in November, we discussed "Taste of the Track" and how each region is managing. As this was a means to collect funds for our region charities, we also discussed other ways to provide more to our charities of choice.

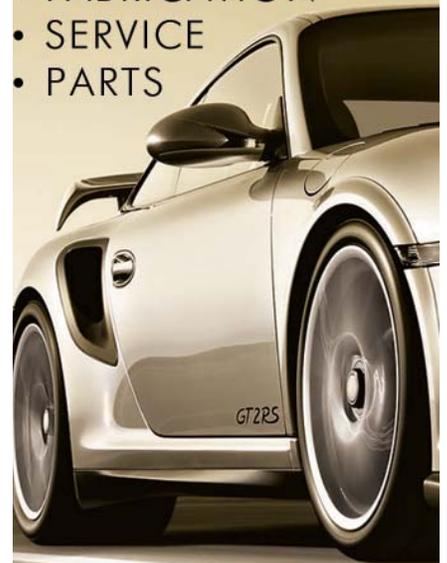
Zone 1 hosts five events each year, which is unusual among the Zones; most do not host events themselves, but rely on the individual regions. For 2015 we have The Clash at the Glen (club race) on May 29th–31st, 48 Hours at the Glen (DE) on June 5th–8th, Concours and Rally on May 15th–17th in Woodcliff Lake, NJ, the Zone 1 Autocross (TBD, usually August) and finally a Zone BBQ (TBD). Zone 1 updated its website this past year and won as the best Zone website at the 2014 Porsche Parade in Monterey, California. Check it out at www.zone1.pca.org.

NER is our region, which includes most of Massachusetts and Rhode Island. As mentioned above, we have 2,558 members and host a large variety of events. We host Driver Education events, Autocross, Concours, the Ramble, Rallies, Socials, Tech Sessions and a monthly newsletter. We have committee chairs and board members who help organize and run each event. A big "thank you" for all their volunteerism that helps to ensure that our region stays active and fun for all. Please refer to our website at www.porschenet.com and "The Nor'easter" for information on all upcoming events.

QUALITY SERVICE
& PERFORMANCE

call the experts..

- CUSTOM TUNING
- MODIFICATION
- FABRICATION
- SERVICE
- PARTS



Musante
MOTORSPORTS

1257 John Fitch Blvd,
South Windsor, CT
MusanteMotorsports.com
860.291.9415

Oil and Water

Transformation



Mike Kerouac

I'm sitting at my desk, looking out the window at icy rain, and 2015 is literally only a couple of weeks away. My 1959 Speedster is sitting comfortably in my car barn, but she is still not finished, 14 months after I embarked on a "winter project" in the fall of 2013. Miss Money Penny has now become a multi-winter project. My second 356, the '57 Sunroof Coupe is almost ready for paint. It looks like JoJo will actually be only a one-winter project. I started tinkering with her in the fall of 2013, but she didn't hit the body shop until October of 2014. Looking at these two iconic Porsches

My Dad worked two jobs to keep food on the table and pay the bills. A big night out was the \$6-per-carload trip to the local drive-in movie.

and thinking about the transformation from beat up racer to stunning black Speedster and a tired '57 Coupe in silver to her original Aquamarine, I got to thinking about transformation. We transform the cars we purchase, we transform the houses we buy and we transform the work we do for a living. Heck, in some cases we even try and transform the partners we choose to spend our lives with. What drives transformation? It could be adoption of a new wave of technology, it could be the desire to restore or customize an automobile, it could be the need to change for survival, and it could simply be the need to try something new. Transformation could take the form of something nice to have or, in some cases, something we need to have. But in all cases the goals of transformation generally lead to a better end state. As I started to play back 2014 in my head, I thought about the substantial transformation of Miss Money Penny and JoJo. I also thought about the major shifts in technology that are driving transformations at work. I thought about my plans to transform my

car barn and then I started thinking in broader terms. Are there transformation opportunities that we are missing? This led to some heated debates with some friends in regards to the U.S. government.

This isn't a political rant and it's not about the Republicans or the Democrats. It's not a knock on the U.S. We all still live in the best country in the world. No other place I would rather be. But as I looked at all of the transformations we perform as a society, as a family and as individuals, I see the U.S. Government as painfully off the pace. We live in an age where information moves at the speed of the Internet. Decisions and problem solving are virtually instantaneous. If you want to know how to disassemble the thing-amajig that's attached to the doohickey, just pull up the YouTube video. If you need to find out the name of the Mel Gibson movie that aired in 1995, just ask Google. It is an instant gratification world that moves at a tremendous pace. Yet, our government still uses processes, policies and procedures that were designed for the days of horse born mailmen. We have created a system of government that no longer scales with the needs of a technology driven society. We need to modernize government and we need to start managing government dollars like a profitable business.

I've read all of the rhetoric about the 'haves' and the 'have nots.' I've listened to countless newscasts stating that the gap between rich and poor in America has widened. I'm not debating that point. In real and virtual terms, I'm sure that the gap has widened. Average wages have not kept up with the basic needs of the family unit and average wages have definitely not kept up with the current generation's material needs. In 1967, I lived in a three-bedroom house (one of the bedrooms was in a finished basement) with one bath, one black-and-white TV and one car. My Dad worked two jobs to

keep food on the table and pay the bills. A big night out was the \$6-per-carload trip to the local drive-in movie. We were all happy. We didn't feel deprived and my Dad did what he had to do to keep us fed and clothed. Now fast forward to 2014. We have people that can't afford a two-bedroom apartment, even with two incomes in the family. We also have a new standard for average wages. That standard includes, smartphones, laptops, multiple flat panel TVs, cable, Internet, \$100 sneakers, \$135 jeans, designer makeup for 10-year-olds and \$7.00 cups of coffee at Starbucks. How's that for transformation?

In the middle of a struggling population is the U.S. Government. As always, our elected legislature is there to help, but they are locked in a box that was created over 200 years ago. Their tool to fix imbalances in our standard of living is the same as it was in 1776. The U.S. Government spends money to fix problems. To get that money they need to collect taxes. If the amount of money they collect runs out, they collect more taxes. It's an endless and self-defeating cycle. When you increase taxes on the segment of the population that is creating wealth, you obviously generate money to help the people that are struggling. But at the same time you are reducing the ability of the 'wealth creators' to generate more wealth. Instead of 25% of the population generating significant wealth, you end up with the "one percenters" that we have today. If we stay on the same trajectory, the one percent will become a half percent and so on. To be blunt, it's a death spiral. So what can we do? How about transforming the U.S. Government to meet the needs of today's society? We're all American's, we know how to innovate and we know how to survive. We like to win and we like to succeed. So how do we re-enable all of the attributes that made this country great? Let me throw out a few common sense ideas.

continued on page 43

Four Speeds & Drum Brakes

Older is Better



Tom Tate

If you don't have a working toolbox in the garage, you may want to skip this month's column. I'm traveling down a path littered with nuts, bolts, wrenches and sockets. Bad enough that this space only talks about cars but now we're going to explore how these things are screwed together. How boring is that? You've been warned.

I've had a few cars come through the garage this fall and I've learned that Porsches have gotten more complicated as the years have rolled along. They have also gotten larger, heavier, and faster which is hard to understand but that's just what they do.

The details of reassembly have turned out to be a lot more complicated than I expected. A good example is the ashtray.

I've been finishing up a '71 911T that I had restored (don't ask me why, I don't know either) and it really is a lot more work than a 356. The engine work and paint job have been done by the pros and I'm just putting the little pieces back on it. This car is never going to make it to the Big Dance but as a driver it's coming out really well. The details of reassembly have turned out to be a lot more complicated than I expected. A good example is the ashtray.

An ashtray on a 356 is just a small metal dish that slides into a chrome bracket that is bolted up under the dash. To remove just push down on the tab inside the ashtray and slide it out. If the bracket also needs cleaning just remove the two screws and it's on the bench. Both parts can be cleaned with steel wool but if the inside of the ashtray is too far gone a little blue tape and a rattle can of silver will solve that problem.

The ashtray on an early 911 is a piece of machinery. It does have the tab in the center to make removal easy but the bracket it fits into is welded to the lower dash.

That is actually okay as it is completely hidden once the ashtray is in place. The ashtray itself is a metal tray that has a metal plate bolted to it that holds a five-inch piece of black plastic dash pad that matches the rest of the dash pad that runs along the bottom of the dash. The metal plate is bolted on using two chrome cap nuts with washers that are fastened up inside the ashtray where they can't be seen. Which means you can't reach them with a wrench either. I don't believe they were ever meant to come off. But they must be removed in order to clean and refinish the ashtray. That elegant design turns a one-hour job into a two-night job.

A mid-'80s 911 followed me home with the rear brakes dragging and from my experience with 356s I knew what the problem was. The flexible brake lines in the rear were old (like old enough to vote) and when they age they swell inside. That lets the brake fluid go out to the brakes so it stops just fine but when the brake pedal is released the fluid can't return back through the swollen lines and the brakes stay on. When you drive around town doing errands it smells like you've just come off the racetrack.

The rear flex lines on a 356 are mounted to a bracket that is fastened to the axle tubes and is easy to reach. The rear flex lines on a 911 are fastened to a short tab that is welded to the rear suspension arm called a banana because it is shaped like the yellow fruit. Maybe they were saving weight but the tab is so short that brake line is right up against the arm and it is really tough to get the correct wrench on it. Once in place there is almost no room to be able to turn the wrench to remove the line. It's certainly possible to get a wrench on the other side, the hard line, but the risk is that when it's turned it will twist the brake line and break it. Of course I didn't order a set of the hard lines, just the flexible

lines I was replacing. That turned a two-hour job into a Saturday afternoon.

The same 'long nose' 911 had an aftermarket steering wheel on it that I wanted to replace with an original I had on the wall, so I sat in the seat to see what I needed to do to get the job done. On a 356 the horn button just spins off, no tools needed and there is a large (33 mm) nut looking at you that is the only thing holding the wheel in place. This wheel had a horn button that was held in place with six metric Allen-head bolts and fastened to a collar that extended the wheel about 5" away from the dash. The collar was held on by a large nut that looked very familiar and was, in fact, the same size as one on the car parked next to it, which was 55 years old. It only took about twice as long to R&R as an old Tub, not bad.



In the engine compartment the stock air cleaner had been replaced with the ever

continued on page 42

Minutes of the Board

December Meeting



Marcus Collins

The December NER Board of Directors meeting was held on December 10th, hosted by Kristen and Dave. The meeting started at 7:45 pm after a great curry and salad dinner.

Present were:

Dani Fleming (Membership), Marcus Collins (Secretary), Kristin Larson (President), Bill Seymour and Rosemary Driscoll (VP Admin), Mike Orsini (Treasurer), Stan Corbett (DE), Chris Mongeon (Past President), Adrienne Ross ("The Nor'easter" Editor), Karen Cohen (Annual Dinner), Bob Cohen (2015 Treasurer), Steve Ross (2015 VP Admin), Steve and Laurie James (2015 Membership)

Dani gave our membership report indicating we now have: Primary members — 1,586, Affiliate members — 972, Total members — 2,558, Transfers in — 2 Transfers out — 2, New members — 13

Financials: Michael had sent out the financials prior to the meeting and there were no comments on the report. The 2014 finances are almost completely ready for the transition of the role to Bob Cohen. The bill for "The Nor'easter" advert for Atlantic Trailers was amended because their advert was incorrect. A move to accept the finances was offered by Bill, and Dani seconded — the motion was approved.

Bill reported on Autocross — no dates have been agreed with Fort Devens yet.

Bill reported on Admin. — the Paul Russell visit was on Dec 6th. For those that missed the event, you missed a spectacular day viewing incredible cars. The annual dinner will be held on Jan 10th. The cost of the event will be \$60. The Herb Chambers Winter Warmer will be held in Feb 8th, 2015. EPE will host a tech session in February, with the date to be confirmed.

Bill initiated a discussion on sponsorship of club events. The board agreed that any sponsorship will be coordinated through the VP Admin. The different groups (DE, AX, Concours, etc) will set minimum standards for deliverables. Once agreed, the different groups will coordinate with the

Treasurer to initiate payments.

Steve reported on the 2015 Concours — it will be return to the Lars Anderson Museum of Transportation. In order to incentivize attendees to register early, Steve proposed widening the difference between pre-registration and on-day registration. The board suggested pre-registration only, this technique has been very successful in AX.

DE — The winter instructor training will be held on April 4th at The Courtyard in Billerica. The venue can accommodate up to 140 people. 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 2015 DE schedule (some dates to be confirmed).

April 17–19 Novice at NHMS (NCR)

May 9–10 Thompson (NCR)

June 12–14 Palmer

June 29–30 Lime Rock (NCR)

July 6–8 Mt Tremblant

Aug 8–9 Palmer (NCR)

Sep 18–20 (or 25-27) Thompson

Oct 12–13 NHMS (NCR)

Michael commented that some Recaro Pole Position seats are no longer approved for racing. Stan will coordinate with HMS Motorsports to see if this affects DE.

Karen Cohen reported on the annual dinner. Registration is very slow at the moment — the registration deadline is Dec 30th. The 2015 event will be held in Hingham on Dec 5th, 2015. We will return to the Andover Country Club in 2016. This switch was prompted by a desire to alternate between the north and south to better accommodate members who live south of Boston. An e-Blast will be sent

in mid-December and late December to remind people to register. In addition, e-mails will be sent to AX, DE and Concours attendees.

The NER Members Cars calendar is complete and will be offered for sale at the bargain price of \$15. Buy your copy today on MotorsportsReg.com. See the advert in "The Nor'easter" for details.

The board voted to give the NER charity Angel Flight \$2,500. Adrienne proposed the motion, Dani seconded and the board

continued on page 43

Happy PCA Anniversary!

Forty Years

Paul C. Tosi

Thirty Years

Donald J. Wolcott

Twenty-five Years

Paige R. Caldwell

Anne Ross

Steve Ross

Philip J. Sherry

Twenty Years

Philip Gaudet III

Fifteen Years

Lori Harris

Ten Years

Gregory Baker

Stephen M. Daley

David Grant

Sharon Grant

John E. Gray

Frederick P. Leaf

Thomas Leaf

Michael S. Sarli

Paula Sarli

Dick Spiers

Five

Wendy Brown

Win S. Brown

Michael F. Conway

Patti Conway

Dan B. Dolben

Matt K. Griswold

Christopher Lavigne

Rick J. Lavigne

Miles E. Loring-Thomas

Keith E. Meyer

Stephanie Meyer

Preston T. Richardson

Haywood K. Schmidt

Ben Seligman

Marc A. Seligman

Chris J. Velis

Jennifer Velis

Mary Willis

Ralph Willis

The Long and Winding Road

Adios!



Bill Seymour

Well, after four delightful years, we come to the stop sign on the long and winding road. I have been thrown off the Board for owning too many Miatas (one and a quarter as I write this - and it may go up by another quarter on Monday if we have high bid on the Lemons parts car).

One of the glories of being a PCA Board member is that you get emails with questions or requests for help. Some are pretty routine, many could be avoided if they looked at the website but some are pretty cool. I wrote about "Jenny from

I wrote about "Jenny from Bozeman" who had destroyed her husband's prized Autocross trophy and was seeking a replacement. Yes, I saved that marriage.

Bozeman" who had destroyed her husband's prized Autocross trophy and was seeking a replacement. Yes, I saved that marriage. That made me think – who else could I help and how? It hit me – what the Nor'Easter needs is an advice column! So here is a sampling of some of the emails I received, along with my response...

*Dear Ask Admin,
My Uncle just died. He was a loner and I'm his only relative. When I went to clean out his farm I discovered an old Porsche wrapped up under horse blankets. It looks to be in good shape and only has about 20,000 miles on it but it hasn't run in years and it's covered with dust. The registration says it's a 1974 and it has big letters on the doors that say "Camerars." I don't know much about cars so I need some help. Do you think it's worth anything?
More of a Tractor Guy, Moose Jaw Maine*

Dear Tractor Guy,
This is your lucky day! As you say, old cars that don't run won't bring much! But I just happen to know a guy who likes to cut off

the tops of cars like that and use them for cute planters – crazy, huh? So send me your address and I'll come up with a trailer and take it off your hands. How's \$500 sound? Are you around tonite?

Cordially,
Admin

*Dear Ask Admin,
My wife and I haven't been getting along great lately and I'm worried that she might be having an affair with our insurance agent. Recently she has been buying a lot more life insurance for me just so she has an excuse to talk to him!*

But that's not why I'm writing. She is almost a second faster at Lime Rock than I am in our 930. She says she doesn't brake or even lift a bit in the downhill and that's the difference. I'm doing over 100 there and the car doesn't really feel planted so I'm scared to take her advice. But she tells me to just keep my foot in it because the car will stick. What do you think?

Nervous Nellie, Buckminster Rhode Island

Dear Nellie,
You Turbo guys are always so insecure! But, just to be safe, try to buy some track insurance from your agent. If he won't sell you any then maybe you do have a problem. In any event, make sure you check your lug nuts and brake lines before each DE session if your wife is at the event. Oh, and I can't help you with driving tips – you need to write to Ask Activities.

Cordially,
Admin

*Dear Ask Admin,
So it was time to put the little 356 to bed for the winter. I've got mice in the barn and one year they put seeds in the air*

cleaners – so I always seal those up real nice before I put the car cover over it. But when I take the right carb cover off, ####!, the little washer falls into the carb. I get my magnet on a stick and reach it down to retrieve the washer but, #####!, I bumped the throttle, it opens and now the ##### washer disappears. ####! Now I have to take the ##### carburetor off. What a pain in the ####! So off comes the carburetor but when I try to grab the washer it rolls right into the ##### open intake valve and into the ##### engine. Holy ####, I'm starting to ##### lose it now! So I drop the ##### engine and try to get the ##### head off and, of course, I brake two ##### head studs! #####!!! At this point I'm so ##### that I'd like to ##### take a ##### sledge ##### hammer to the #####. So #### Porsches and #### you too Admin, you ##### #####!!!

OFF AND NOT GOING TO TAKE ANY MORE!!, Liberty Massachusetts

Dear #####,
Thanks for sharing. Hope the rest of your holidays were great!
And to my readers, it's been a fun four years writing columns – see you at the Track, Devens and the various great other events PCA NER puts on!

MIKE KRAUS (781) 324-9831

251 BROADWAY, MALDEN EUROPEAN & IMPORT SPECIALISTS PREFERRED INSURANCE REPAIR FACILITY

The Checkered Flag

Passion and Speed

Marcus Collins and
Dani Fleming



Dani and I are sitting in the stands at Yas Marina Circuit in Abu Dhabi for the F1 championship decider in the desert. Before I describe this fascinating country and the spectacular circuit, a quick reminder about the NER 2015 calendar. Each month has a photo submitted by a club member of their car or a club event — it's currently on sale on MotorsportsReg.com for only \$15. It makes a great Christmas (or 2015) gift for the petrol-head in your life or friends who simply don't under-



Yas Marina

As the name implies, the track winds around a marina adorned with the yachts of the wealthy (it's not Monaco but does come a close second).

stand the attraction of the Porsche brand — apparently there are people like this.

How do you describe the Yas Marina Circuit? As the name implies, the track winds around a marina adorned with the yachts of the wealthy (it's not Monaco but does come a close second). The track limits and runoff areas are turquoise, matching the color of the marina water — just a stunning backdrop for a race. At the center of the circuit is the 5-star Yas Viceroy Hotel, which has a canopy over it that at night is illuminated by thousands of LED lights that continually change color — just spectacular! Getting to the track is also a breeze — not universally true as Belgium's Spa Francorchamps can attest — you park a few miles away and a shuttle bus takes you directly to the stands. Once through security it's an elevator ride to your seat. As regular readers of this column know, Dani and I are in the stands all-day every day. One good thing about Abu Dhabi is that the stands are almost empty except for the F1 events (qualifying, the race and to some extent the practices). So there is plenty of room to spread-out.

The justification for attending this year's event was that we combined the racing with a diving vacation in the Red Sea. This is our third trip to this destination (although I've been there many more times when I lived in the UK — great diving, reasonably priced, relatively close and cheap charter flights makes it an ideal destination for European divers). The highlight of the trip was the chance to swim with dolphins. On our way back from a dive they surround the zodiac so we just jumped in and enjoyed the animal's playful antics.

This is the third year we have been coming to this event and we have watched Yas Island be transformed from just the circuit and the Ferrari World theme park into a destination. It now has an enormous mall, theme parks, hotels and beaches. What makes this all the more amazing is that all this is built on reclaimed land. It's a microcosm of the UAE in general — a 20-year plan to turn this into a 21st-century city and holiday/business destination. If you go to the event, you have two options for accommodation — Abu Dhabi or Dubai. Dubai is certainly the big brother with lots to see and do — the downside is that it's a 90-minute drive to the circuit. Abu Dhabi is only a 30-minute drive but it lacks the glamour of Dubai. If you're going for the

racing stay in Abu Dhabi; if the racing is just part of the attraction (or part of the vacation) then you should probably stay in Dubai. Neither city will disappoint.

The other high point of coming to this race is that it starts at dusk and finishes under the lights. Singapore does the same (we've not been there yet) but it makes for a spectacular backdrop.



Racing Under the Lights

As with almost all F1 events, the support races were highly entertaining — especially the Ferrari Challenge. In Abu Dhabi, support was provided by the GP2 and GP3 series. These are the feeder series for F1 with the championship winners of GP2 often getting a seat in F1. More on the 2015 driver line-up in next month's column, as it's still not finalized even as we sit in the stands. In both GP2 and GP3, the cars used are identical, so it's the driver's skill level that dictates the results — although it's the lack of skills that often makes this racing the most entertaining. As racing fans will know, there was a complete change in the F1 engines in 2014 and the sound the cars make lacks the 'brute force' of the 2013 V8s. The GP2 and GP3 cars still have the V8s so it's a chance to put the earplugs in and enjoy!

In prior years the driver's championship has been decided before the series got to the last race (Abu Dhabi). In an effort to correct this, in 2014 F1 adopted the NAS-

continued on page 41

Around the Cones

This Time Around



Steve Ross

Well unless Mickey Mouse or Donald Duck get a bunch of votes in the recent PCA/NER election, I will be serving you as VP Administration again. (I think this is my 5th or 6th time doing this job. You can see it is not very popular, maybe due to the large number of events the person doing the task needs to coordinate thru the year.)

Thus far we have already set up a Tech session at EPE in Natick, thanks to the hospitality of Jerry Pellegrino, on March 28th commencing at 10:00 am. As usual there will be 'wake up juice' — i.e. coffee and munchies for all.

The format will concentrate on issues com-

Well unless Mickey Mouse or Donald Duck get a bunch of votes in the recent PCA/NER election, I will be serving you as VP Administration again.

mon to all Porsche models, Pre-Purchase Inspections (PPI), a discussion of what the owner may be able to do as far as maintenance and repairs are concerned, tires and what to buy for your Porsche, jump-starting your car (especially the newer Porsches with electrically activated trunk lids), where to buy and what to look for in purchasing tools for work on your car, simple fixes for the car that you may have not known about, wheel locks and where to store them.

Of course questions from the participants are welcome. Here is a quick list of topics to start the session off:

DMEs for all cars that have electronic ignition,

- Hot water valves on 968s,
- Head studs on air-cooled 911s,
- IMS bearings,
- Valve cover warpage on 993s,
- Coolant leaks on GT3s,
- Overheating engines due to inadequate oil radiators,
- Faulty distributor belts on 964s.

There is no charge for the event but it would be useful to know who is attending, so please

sign up via the online method below.

Questions? Please e-mail organizer Steve Ross at SLR944@aol.com.

We are holding the annual Newcomers Meeting on Sunday, March 29th at Porsche of Danvers (time will be posted on the website shortly) where there will be representatives of our most popular activities available to discuss their area of expertise for you.

They include Driver Education (DE) held at the following tracks this year: Thompson Speedway, Palmer Motorsport Park (new this year), Watkins Glen, NY and Mont-Tremblant (in Quebec, Canada, an hour NW of Montreal; schedule will be available at this event).

Autocross will have five or six events at Devens near Ayer, MA throughout the season, including a novice school in April.

Concours: we have pictures of our most recent event at The Elms in Newport. This year our show is at the Larz Anderson Museum of Transportation in Brookline, MA on the first Saturday after Labor Day.

Tours and Rallies: each year for 30 years the club has run the New England Ramble. This year it will start and finish at the beautiful Mt. View Grand hotel in northern NH and include a tour of northern New England throughout the day, followed by a dinner back at the hotel. All the particulars will be available at this event.

Rallies are simple

easy-to-follow drives through the countryside, usually under 50 miles and ending at a nice eatery.

Other yearly events that we plan to offer will be a visit to the airplane and car museum at the Collings Collection in Stow, MA, another visit to the microcar collection of Charles Gould in Hudson, polo matches at Myopia in Hamilton along with the ever popular picnic competition, possibly a Formula 1 race viewing at one of our local dealers, our annual cruise nights at the Stow, MA airport in the warm months, movies on cars and car races from the PCA national collection, and anything else we can think of. Of course ideas from members are always welcome; feel free to send them to me at SLR944@aol.com.

AUTOBAHN PERFORMANCE INC

10% OFF

Present this coupon at Autobahn Performance for any Parts or Service



View our website

www.autobahnperformance.com



Parts

Contact Michael 978-535-0636
parts@autobahnperformance.com

Service

Contact Mike 978-531-0808
info@autobahnperformance.com

Centennial Park, 3 First Avenue, Peabody, MA 01960 | www.autobahnperformance.com

Don't Lift

2015 Schedule Nearly Set



Stan Corbett

In the spirit of "Don't Lift!" work on next year's DE schedule has been underway in earnest since we wrapped up the season with our final event at Thompson in September. Completing the schedule is highly dependent on successful, timely communications with the managers at the various tracks where we hold our events.

This year that process has gone pretty smoothly but the 2015 DE schedule still has one date not finalized. Major changes include the addition of an event at Palmer (good news, more about that in a bit) and that we lost our 2015 date at WGI due to the track repaving (bad news, but I have

For those of you interested in advance planning, here is our DE schedule for 2015, including NCR and Zone 1 dates, as it currently stands

been assured that we will get our August WGI dates back in 2016). For those of you interested in advance planning, here is our DE schedule for 2015, including NCR and Zone 1 dates, as it currently stands (tentative dates are in italics):

- *TBD February (Sunday?) @ HMS; Ground School (awaiting confirmation of date)*
- April 17th-18th-19th (Friday-Sunday) @ NHMS; NCR event (this will be a combined Novice Day, regular DE and Make-A-Wish event hosted by NCR with NER sharing duties)
- May 9th-10th (Saturday-Sunday) @ TSMP
- June 5th-6th-7th (Friday-Sunday) @ WGI; Zone 1 48-Hours at The Glen
- June 12th-13th-14th (Friday-Sunday) @ Palmer
- June 29th-30th (Monday-Tuesday) @ LRP; NCR event
- July 6th-7th-8th (Monday-Wednesday) @ LCMT; once again concurrent with the Blues Festival
- August 8th-9th (Saturday-Sunday) @ Palmer; NCR event

- *September 18th-19th-20th (Friday-Sunday) @ TSMP; awaiting confirmation, may be on September 26th-27th-28th*
- October 12th-13th (Monday-Tuesday) @ NHMS; NCR event

I'll keep you posted; both in "The Nor'easter" and online in the Driver Education pages of our website, as we finalize the last couple of dates and make progress on more details related to next year's DE events. In addition to the actual dates, this will include hotel deals, fuel and tire availability, and anything else I think might be of interest to us as Track Rats. Registration for the NER Driver Education Ground School will be open as soon as we have the date confirmed. Details for our 2015 track events will be in next month's edition of "The Nor'easter" and registration for the track events will open on March 1st.

I hope to have seen many of you at the Annual Gala Dinner on January 10th where, as part of the festivities, we'll present the Driver Education awards.

Don't LIFT! Stan

Porsche of Norwell

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



PORSCHE

John Ziedins
General Sales Manager

Direct: 781-261-5006

Cell: 781-789-5116

Fax: 781-871-2339

jziedins@porschenorwell.com



commends **Mobil 1** and **MICHELIN**

Experience a mix of practicality and performance. Although it heavily favors performance.

There's never been a Porsche that serves two masters. And the Cayenne is no exception. Its renowned sports car performance is apparent at every turn. That said, the same ingenuity that makes fuel systems more efficient and traction management systems smarter, serves us in a different respect—practicality. With plentiful seating and creatively appointed storage space, to name just two. Visit our showroom to see the balance work for you. Porsche. There is no substitute.

Experience the thrill of duality. The Cayenne.

Porsche of Norwell
59 Pond Street
Norwell MA 02061
(877) PORSCHE
www.norwell.porschedealer.com



PORSCHE

2015 Calendar At-A-Glance

January

- 10 - Annual Gala
- 18 - Board Meeting

February

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

March

- 11 - Board Meeting
- 28 - 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

- 6th-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



In racing it's about being optimized to win ...



It's the same in today's competitive housing market ...

by Marcus Collins

All the real estate data you need to make the right decision!
On the web, blog, monthly newsletter and on your smartphone.



Dani Fleming

617 997 9145

Dani.Fleming@MAPropertiesOnline.com

www.MAPropertiesOnline.com

Specializing in the north west quadrant from

Cambridge to Route 495



*North East Region
of the
Porsche Club of America's
Annual Gala*

January 10, 2015

Wellesley Country Club,
300 Wellesley Avenue,
Wellesley, MA (781)-235-7333

Clockwork will be our band of choice,
and there will be a
silent auction for Angel Flight
as well as our raffle.

The date is January 10, 2015. beginning at 6:00 PM.

The menu choices are:

Roast Prime Rib of Beef au jus with Yorkshire Popover
Broiled Salmon Fillet laced with an Herbed Beurre Blanc
Vegetarian Tart

Price is \$60.00 per person (includes 2 drinks), food allergies will be honored.
R.S.V.P <http://pcaner.motorsportreg.com/>

Special diet requests or questions, please email
Karen Cohen at cohen.k@comcast.net



2014 Gala R.S.V.P

Name(s) _____

Address _____

Phone _____ Email _____

No. Of Guests _____ Amount Enclosed (\$60 per guest) _____

Mail to:

Karen Cohen
110 Harvard Rd.
Bolton, MA 01740

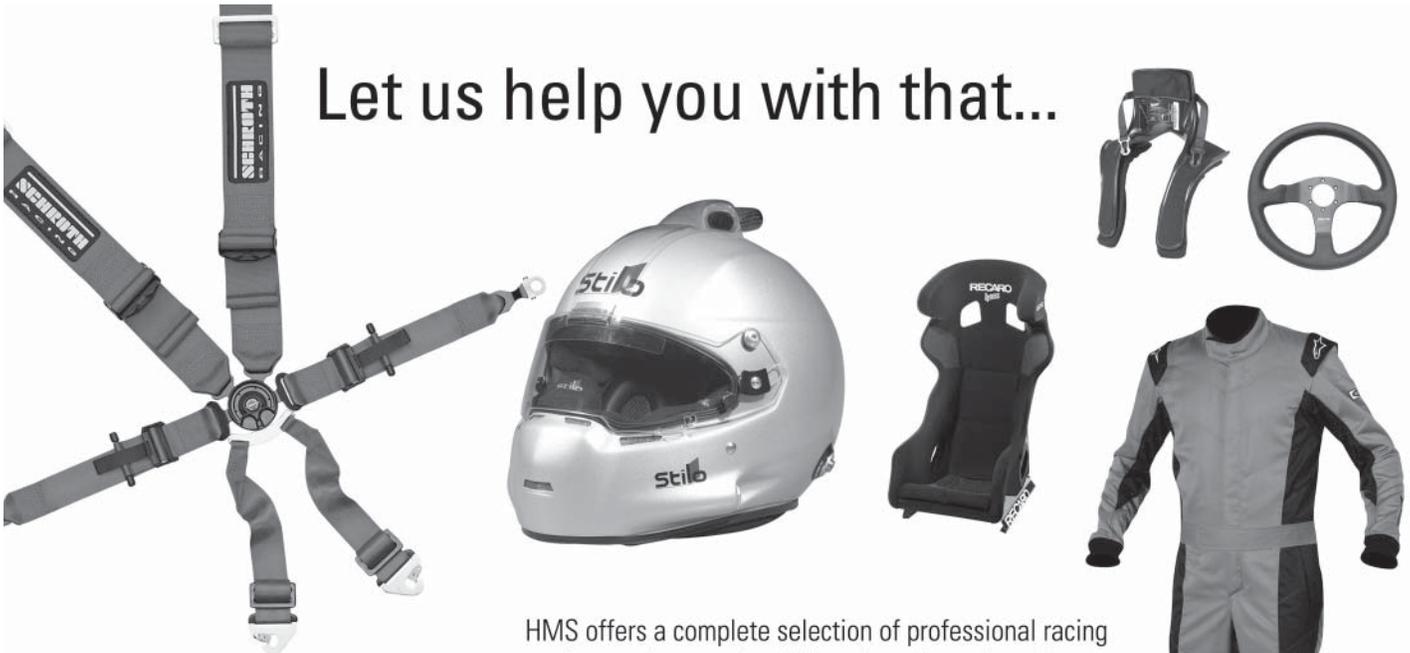
No. of Menu Choices

_____ Roast Prime Rib of Beef au jus with Yorkshire Popover

_____ Broiled Salmon Fillet laced with an Herbed Bearer Blanc

_____ Vegetarian Tart

Let us help you with that...



HMS

motorsport

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.

www.hmsmotorsport.com • 978-774-1615 • 9A Electronics Ave Danvers, MA 01923

YOUR 2015 INVITATION TO SUBSCRIBE TO THE NOR'EASTER

It's that time of year again! Time to renew your subscription to THE NOR'EASTER. Three time winner of the Heinmiller Newsletter Award, PCA's award for BEST region newsletter, THE NOR'EASTER is a must for every Northeast Region member who wants to keep informed of what's happening in the region. With an annual subscription fee of only \$15 for 12 issues, THE NOR'EASTER is a terrific value. Here's only a sample of what your \$15 buys you:



The New England Ramble

PorscheFest Concours d'Elegance

Guest Speakers

Event Highlights and Photos

Drivers Ed Event Info and Registration

Watkins Glen
Mont Tremblant
Calabogie
NHIS

Monthly Columns by Regular Contributors

Autocross Event Info

Tech Session Announcements

Articles and Technical Info and Maintenance Guidelines

News from Porsche Cars NA and Porsche AG

Services and Supplies by our Independent Sponsors and Porsche Dealers

Car Care Tips and Advice from the Experts

Tech Inspectors for DE Events

Tours & Rallies

Social Events Dinners

Monthly Meetings

Zone One Event Info and Registration Forms

Tech Tactics
Zone 1 Concours/Rally
48 Hour of Watkins Glen
Zone 1 Autocross

How can you ensure that you won't miss any of these great events... this timely info? Subscribe today using the form provided below. Send it with your check for \$15 (Payable to NER/PCA - no cash please) as directed below. Your subscription must be received by February 15th to continue or start your 2015 subscription. As a new member, you may have been receiving complementary issues in 2014. To continue getting THE NOR'EASTER, you must subscribe for 2015.

ONLY \$15

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

Subscribe and Participate in the FUN!

Name: _____
Address: _____
City / State / Zip: _____
Signature: _____

DEADLINE FOR RENEWAL IS FEBRUARY 15, 2015

Yes, I want to receive THE NOR'EASTER for 2015. Enclosed is my check for \$15 for the subscription.

No, I'd rather not receive THE NOR'EASTER for 2015.



Mail to: Dani Fleming, 16 Meriam Street, Lexington, MA 02420 - 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.



Pegan Lane

\$9,800,000

EXCEPTIONAL ESTATE OPPORTUNITY: Stunning rarely available property, privately situated at the top of Pegan Hill in Dover and Natick, encompasses three magnificent parcels. The site offers expansive rolling meadows and woodlands with tremendous privacy and panoramic hilltop views that are extraordinarily unique for the Greater Boston area: Mount Monadnock in New Hampshire to the north and Blue Hills to the south. The property includes 193 Pegan Lane, 50 Pegan Lane and 40 Pegan Lane, totaling 46± acres. 25± acres are bound by conservation restrictions, with the remaining 21± acres unrestricted. The property is surrounded by permanently protected conservation land. Most of the developable portions of the offered parcels are cleared. This property is available as a magnificent single large estate; however individual offers will be accepted for 50 Pegan Lane and 40 Pegan Lane once there has been an accepted offer on 193 Pegan Lane. Experience the unrivaled elegance and beauty that defines Pegan Hill.



Jill Boudreau

Premier Associate

International President's Elite
Previews Property Specialist

Cell: (617) 460-3787

The Right Broker Does Make The Difference. Expect More.™



Jill Boudreau
Wellesley's Premier Realtor

Email: Jill@JillBoudreau.com
Jill.Boudreau@NEMoves.com
71 Central Street, Wellesley, MA 02482
Office: (781) 237-9090 x330

www.NewEnglandMoves.com



 © 2014 Coldwell Banker Residential Brokerage. All Rights Reserved. Coldwell Banker Residential Brokerage fully supports the principles of the Fair Housing Act and the Equal Opportunity Act. Operated by a subsidiary of NRT LLC. Coldwell Banker® and the Coldwell Banker logo are registered service marks owned by Coldwell Banker Real Estate LLC. This information was supplied by Seller and/or other sources. Broker believes this information to be correct but has not verified this information and assumes no legal responsibility for its accuracy. Buyers should investigate these issues to their own satisfaction. If your property is currently listed for sale, this is not intended as a solicitation. If your property is listed with a real estate broker, please disregard. It is not our intention to solicit the offerings of other real estate brokers. We are happy to work with them and cooperate fully.

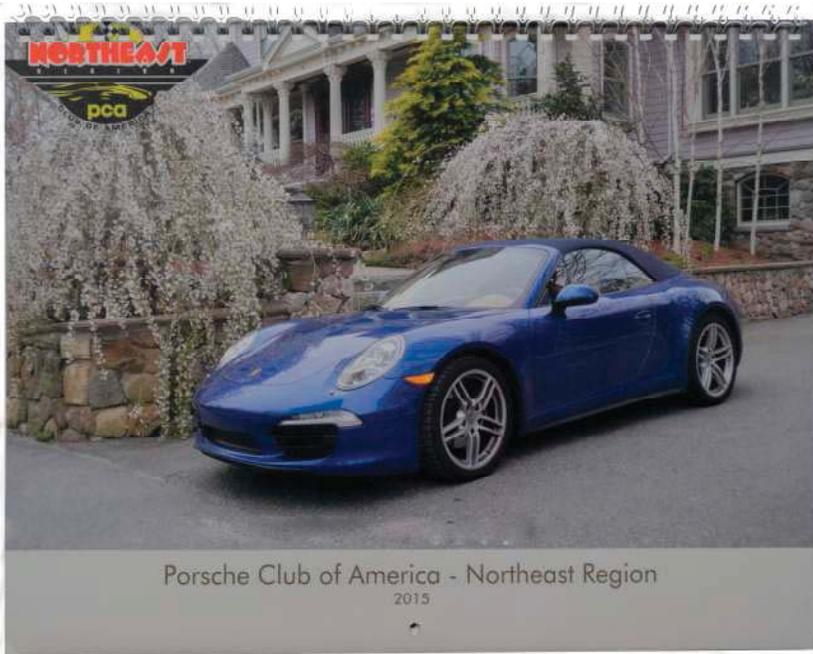


NER 2015 Calendar

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

Only \$15

Get your copy at NERPCA.Motorsportsreg.com





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. Additional information about HMS and directions to their facility can be found at www.hmsmotorsport.com.

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.





School

Sunday, February 15th

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 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.

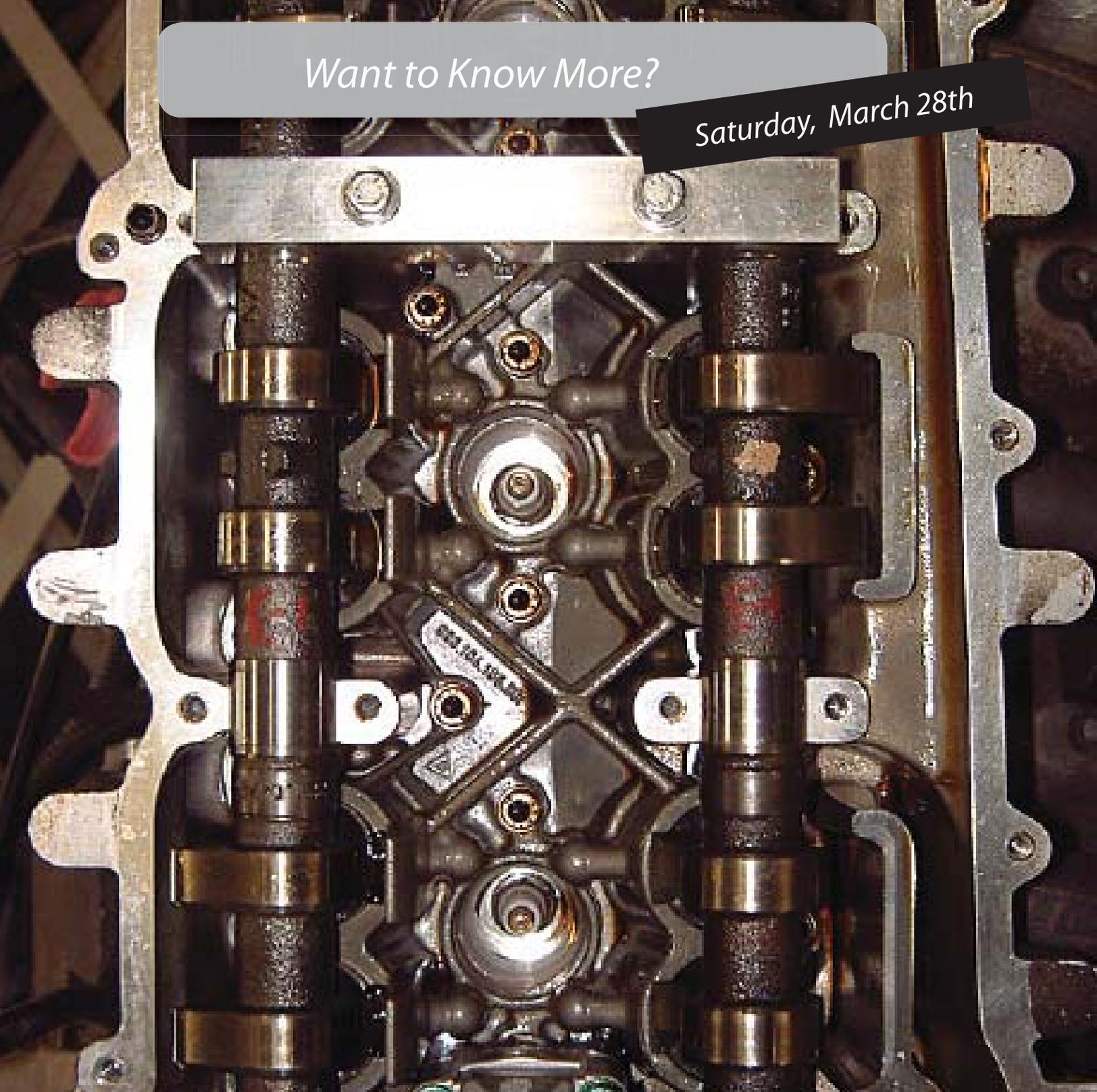
Advanced registration for this highly-popular event is strongly suggested (and will save you money). Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10 AM to Noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions 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 be current PCA members, have a valid driver's license and be at least 18 years old. Registration will be available through www.porschenet.com. Go to the Ground School event page, and click on the registration link. NER's 2015 Driver Education Ground School at HMS Motorsport Sunday, Feb 15th @ 10am.





Want to Know More?

Saturday, March 28th

EPE Tech Session

You have Questions? EPE has answers!

Pre purchase inspections? Hot water valves for engines as well as gearboxes? Head studs on air cooled 911s? IMS bearings/updates? Valve cover warping 993/964? Coolant leaks? Overheating engines due to inadequate oil radiators? Actual oil temp? Faulty distributor belts 964? Avoidable common failures for both track and street cars? Service intervals as specified by Porsche vs. those by EPE? Items to consider when taking the car out of storage? Tire wear and alignment issues? Simple fixes and their possible pitfalls?

Come to the EPE Tech Session and get answers to your questions!

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'ouvers, Saturday cocktail hour, hors d'ouvres (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

October 19, 2014 South of Boston (SoBo)

It was in the brisk 50s when my wife Rosemary and I pulled out of our driveway, heading for the Moose Café. Although we arrived well before 10:00 am, three parked Porsches were waiting in the Moose's lot. During the next two hours 22 Porsches would be parked. Additionally, we set a record with nine women in attendance.

It was Rob Niedelmen's red '65 911 that, in my mind, lit the lot. The second owner, Rob has owned this Porsche for 35 years. The car is clearly not a daily driver anymore as even the engine compartment seemed prepared for concours showing.

In addition to Paul and Austin Soares, another father and son showed up driving Porsches, Kev Palumbo (dad) and his son Peter. Kev was driving a loaner, a 2014 911, while the dealer was trying to solve an ignition key issue with his 2012 black Cayenne (Kev also owns an '04 black 911 Turbo cab). Peter was driving his recently purchased silver '86 911 and plans on using it as a daily driver.

Martin Kelly drove in from Newton, MA to show and sell his '82 rosewood metallic 911 SC. He is only the second owner since 1985. Martin needs to find a buyer willing to perform significant metal restoration.

A major topic of discussion was preparing for winter for those that put their Porsches to sleep until spring. In addition to have a trickle charger, especially a necessity for the newer Porsches, a significant culprit can be a mouse because of the auto industry's move to non-petroleum based materials. There was more than one Porsche driver that had episodes of mice eating ignition wiring, or like myself, nesting in my old Volvo's air intake filter. That is why my household includes a cat (Phoebe) that provides at least one daily patrol of the garage.

Henry Ford (the founder of Ford Motor Co.) was first to introduce bio-based materials (soy-bean products) to automobiles in 1940. The use of bio-based materials such as tomato fibers in car production is part of a growing trend among automakers to introduce environmentally friendly production processes

in their manufacturing operations.

By using materials that are biodegradable, automakers will move a step towards meeting the European Directive on End-of-Life Vehicle 2000/53/EC, which restricts the use of certain substances and sets out requirements for recyclability and the use of recycled materials in automobile production. The directive states that by 2015, 95% of the vehicle's weight must be reused and recycled; of this 85% should be material re-used with the remaining 10% coming from energy re-use, according to an official website of the European Union.

Starting off next April (2015) someone will have to step in and host the first coffee of the season because Rosemary and I are scheduled to be in Japan visiting our oldest son (Joshua) and family in Tokyo. So, if any couple (it really takes two) wants to pickup the clipboard and has a camera please contact me at least a month before April 2015.

As always, for any South of Boston (SoBo) related questions you can email me at: rr356c@aol.com

Peter Palumbo's silver 86 911 just behind his dad's loner



October Sobo

2014/10/19 09:21

Copy and Photos by Roger Slocum



2014/10/19 09:38

Looking at Porsches & having coffee



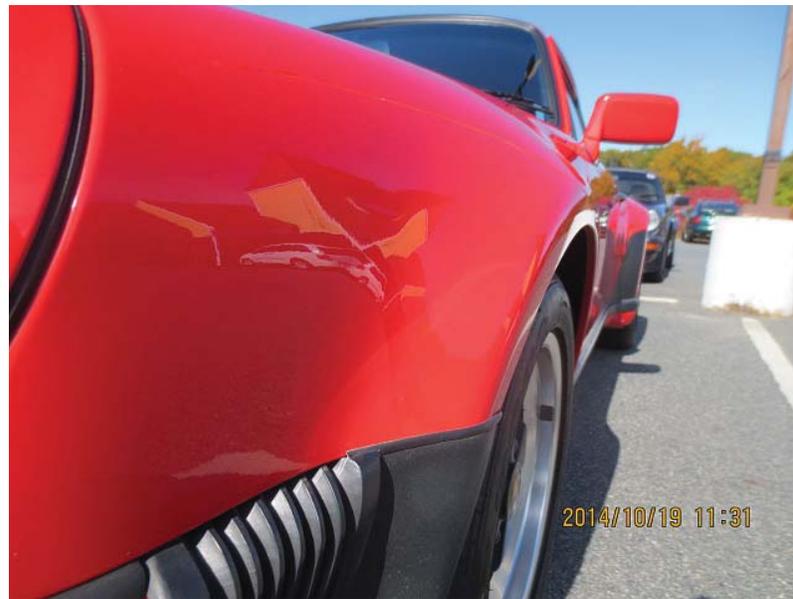
2014/10/19 10:22

Michael Mangini's 2014 911 Turbo with deployed front spoiler



2014/10/19 09:37

Mostly Porsches



2014/10/19 11:31

Nicer than a French curve



2014/10/19 09:42

Rob's 65 911 engine



2014/10/19 09:21

Rob's 65 911
PG. 31

N O R E A

S T E R

A Visit to Paul Russell

Every two years about 100 NER members luck out, and are invited to tour one of the finest automobile restoration shops in the world — Paul Russell and Company in Essex, MA. The tour, hosted by fellow PCA member Alex Finnigan, Sales Manager for Paul Russell, showed us much of the behind-the-scenes activity associated with the magnificent automotive restorations undertaken at Paul Russell and Co. After checking in, we had an opportunity to gather in the main shop, enjoy coffee and donuts, and wander among the various works of art/automotive history present there.

Alex kicked off the meeting with a brief explanation of the operation for those who had not had the pleasure of seeing this place before. He explained the beginnings of the company, which was otherwise known back then as Gullwing Service Company, a restoration shop specializing in the classic Mercedes Benz 300SL model. They have since begun taking on a few more marques; Ferrari and Porsche to name a few. He went on to explain the magnitude of the work that goes into restoration of the cars they work on, and how this work requires highly skilled craftsmanship from people who also have an intuitive knowledge of how to recreate these automobiles, literally remanufacturing original parts that are no longer available in many cases. Following this introduction we were off to the metal fabrication shop where the company often recreates parts that are no longer available.

Next it was off to the body and paint shop where Alex described how they do not normally do “just a paint job”, but painstakingly strip the car to bare metal, repair any flaws in the metal surface including resetting all door fits and other seams using lead, not Bondo, as originally done at the factory. He explained that while the paint job portion can cost approximately \$3,000, the preparation process can typically be \$30,000 to be done correctly. On one stand was a 1964 Ferrari Lusso that was currently red, but the owner wanted to be a beautiful dark blue for one concours, and then he was going to have painted back to red. Normally, this would not be something the Paul Russell Company would take on, but since they restored the car, and were in fact the ones to paint it red in the first place, they at least understood the magnitude of the

work, and were happy to help out such a loyal customer.

Back in the mechanics shop, we stopped to admire a 1959 Ferrari Super America (from a series of top-end Ferrari models built in the 1950s and 1960s.) These were large touring cars with V12 engines that often had custom bodywork. All Super America models used a live axle in the rear, were front-engined, and had worm and sector steering. This restoration was in its “chrome” phase. The bumpers were currently copper, but would be sent out again for the nickel plate. This process for Paul Russell is complex and meticulously carried out. Each part is pulled off the car, and sent to Holyoke, MA to be cleaned and stripped. Then it’s sent back to Essex to fit back onto the car. Once it fits again, it goes back to Holyoke for the copper part of chroming. A cyanide copper is laid down, followed by multiple trips through acid copper plating, which is used to fill imperfections and to build up the part for sanding and blocking. This process is much like using primer in painting. If no repairs are needed after the initial grind and polish, the bumper will go straight to acid copper skipping the cyanide copper base. Once all the imperfections are removed with acid copper the bumper is buffed to a mirror finish and shipped back again to Essex for a fitting. Finally it goes back again to Holyoke where the bumper is nickel-plated. After the bumper is nickel-plated, any imperfections found will be re-polished or nickel buffed, followed by re-nickel plating. Then it’s back again to Essex for the final attachment.

Because of the value and fragility of the parts, any part that needs chroming is not shipped. If a part got lost or damaged, it would be an end to Paul Russell’s sterling reputation. No, instead parts are driven by an employee of Paul Russell, back and forth to Holyoke, to ensure they are well cared for during the shipping process.

From the main shop, we entered the showroom and storage area where customer’s cars are being stored either for the winter or while awaiting service. Inside we found a 1954 Ferrari 750 Monza. This car was first owned by Bill Spears, the first of the “Gentlemen Racers.” It changed hands a few times until the current owner brought it to Paul Russell. By then it had been sitting for so

long that it would be detrimental to the engine to just “see if it started.” The team at Paul Russell tore down the engine, and cleaned what they could (including a mouse nest). As it was re assembled and oiled they turned it by hand, piece by piece, to get it going. Eventually they put it on a stand, took it outside, and started the engine. It was quite a celebration until the police showed up because of the noise!

This car is currently vintage raced regularly by its owner.

Back on the main floor we gathered around a 1948 Porsche Gmünd coupe. These were the original 356s, made with mostly Volkswagen parts, but a new brushed aluminum body. Only 52 of these were ever made — in a converted sawmill in Gmünd, Austria — by hand. Alex told us this particular example had been “over restored,” and the owner had brought it to Paul Russell to put it back to the way it was meant to be.

Alex informed us that the new theme in car restoration is correct — not necessarily “like new.” Judges are looking now at how the car came off the assembly line, with a 20% weld here, or some hand rivets showing there.

The Gmünd was a little too shiny, had new body parts, and too many corrections. The originals looked hand hammered in base aluminum, and raw on the inside. Jerry Seinfeld owns number 40 of these 52 cars. He thinks the most amazing thing about it is that if you drive a modern Porsche, and you drive the Gmünd, they feel similar. You know you are driving a Porsche.

We had a fantastic time touring the inner workings of this world-renowned restoration shop. We wish to thank Alex and the rest of the Paul Russell staff for another enjoyable tour of a truly special operation.

If you missed this year’s tour, you can take a virtual one online at www.paulrussell.com. Their website is full of interesting information about the operation, its history, and the cars they have restored.

This is an excerpt from their website about the restoration process.

There really is no such thing as a typical restoration, as every car has its own unique personal history. From the initial hand-made construction at the factory, through the years of maintenance and repairs, each car has its own particular strengths and weaknesses. However, we

Opposite - Alex Addresses the crowd. 64 Lusso Ferrari being painted blue. 1954 Ferrari 750 Monza. Front of a DB9 stripped for paint. This page: 356 waits its turn. The '54 Monza from the inside. The crowd listens to Alex in the body shop. Pgs 36-37 - The Gmund and the '59 Ferrari Super America with copper bumpers.

use the term “body-off restoration” for a customary set of tasks, about 2500-3000 man-hours of work on a typical 1950s sports car, summarized below.

ARRIVAL

When a restoration candidate arrives at Paul Russell and Company, a member of each department (Mechanical, Body, Metal, and Upholstery) is assigned to the project. A team is put together which will be responsible for the project from beginning to end. The first thing they do is to evaluate the car for signs of unusual wear-and-tear, serious or hidden damage, non-originality, and missing items. Research is begun to determine what items were original to that particular car, what replacement parts are readily available, and what sorts of materials will be required. Paul Russell then reviews all of these appraisals and, on behalf of the client, turns them into a preliminary estimate of the resources (time and money) required.

DISASSEMBLY

After the preliminary inspection, and authorization by the owner, the car is completely disassembled while further notes are taken as to originality and condition. The mechanic will remove the engine, drive train (transmission, suspension, brakes, exhaust), wiring harness, dash gauges and interior trim pieces. The upholsterer will remove the seats, carpeting, door panels, and convertible top. Depending on the shop work schedule, either the mechanic or the body man will remove all exterior chrome trim pieces including headlights, front grille, and bumpers. The body man is responsible for the repair and fitting of all trim pieces prior to having them re-chromed or anodized. During this disassembly process the body man will be noting any irregular fits in the body panels or trim pieces.

RESEARCH

Chasing leads and digging for information is one of the most important and least acknowledged aspects of any restoration or preservation project. Our accumulated lore and extensive collection of reference materials form a basis

upon which decisions are ultimately made regarding authenticity and originality. Sometimes the questions of authenticity are answered by conferring with the original designer or owner's family, and at other times the answer comes from the car itself during a careful disassembly. This facet of any restoration starts before disassembly and continues all the way through to final assembly.

BODY

Following the removal of all the component pieces, the body shell will be removed from the chassis, and put into the hands of the panel beater for any necessary panel replacements or other metal repairs. The chassis will be stripped, repaired where needed, and repainted in the body shop, after which it goes back to the mechanical shop. If the car has any wooden sub-structure, such as is usual in any pre-war car, those areas will be repaired in concert with the metal work. The bare-metal shell then goes to the body shop where all the panel surfaces are 'finished' before the application of primer and color coats of paint.

CHROME

After removal, the chrome is inventoried and any special instructions for the plater are recorded before the three-step plating process begins. First, pieces are sent out to be stripped to their base metal. Then each piece comes back for repairs and adjustments, and returned to the plater for copper plating and buffing. Selected pieces, whose alignment to the body or to

each other is critical, are fitted for a trial assembly while they are still in copper and the body panels are in final primer. Ultimately all pieces are returned to the chromer for the two-part application of nickel and chrome plating. The finished chrome is installed after the car is painted and ready for final assembly.

MECHANICAL

Meanwhile, the mechanic in charge has been rebuilding all of the car's components (from the smaller details like windshield wiper motors to the complete engine and transmission), and collecting them on rolling parts shelves. The parts and resource staff are finding or having remanufactured the requisite replacement items, from suspension bushings to trim items to wiring harnesses to correct-grain leather. When the freshly painted chassis is returned from the body shop, these rebuilt and new components will be installed, often resulting in a unbodied chassis that can be driven.

UPHOLSTERY

Concurrent with the work being performed by the mechanic and body shops, the upholsterer will be recovering the seats and removable interior pieces such as the door panels. He may also be sewing together the convertible top pieces prior to their installation in the car, or creating the custom luggage.

REASSEMBLY

After the body shell, door panels, trunk

and hood have been painted, the final assembly phase can begin. The body shell and panels are reinstalled on the 'rolling' chassis. The cockpit is upholstered and the carpets, seats, door panels and other pieces are installed, as are the interior and exterior chrome trim pieces. Each individual component that was removed during disassembly, literally every last nut and bolt, must now not only fit together but also operate properly.

FINAL DELIVERY

Finally, the car is driven over the bumpiest and fastest roads around to find and fix any squeaks, rattles, or other problems before this remanufactured decades-old car is delivered to its owner.

For those who have never been involved in a restoration, words can only provide a taste of the experience. Nevertheless, we have chosen to summarize the many steps in a routine body-off restoration to illustrate these essential points:

A proper restoration takes time and patience.

The reality that unforeseen challenges will be encountered while sourcing parts and materials or tracing construction details underscore the benefits of starting with a good original car.

Only a restoration shop with specific experience on your car should be entrusted with this complex work.

Welcome to



The Northeast Region (NER) of the Porsche Club of America has a bunch of great activities that you can get involved in. Whether your tastes are social, technical, or competitive, NER has something for you! You can have fun in your Porsche by participating in driver education at area tracks, autocrosses, rallies, tours, tech sessions, car shows and more. Each year NER organizes a variety of opportunities to enjoy and learn about your Porsche, and your fellow enthusiasts.

All of our events are posted in “The Nor’easter” and online in our calendar. You may also receive updates about events in our e-mail blasts. Questions can be directed to the email addresses provided.

Driving Events

Tour

A tour is a non-competitive driving event in which participants follow a given route on public roads to a destination (which may or may not be known in advance). Tours usually follow scenic routes (which are plentiful in New England) and/or visit interesting or obscure destinations. Tours are sometimes combined with rallies to add variety and a dose of competition to the event. NER usually hosts two tours each year, one in the spring, and one in the fall, and always to fantastic destinations.

Rally

A rally is a competitive event in which contestants attempt to follow a course specified by a set of instructions. Rallies are typically run on public, paved roads, and speed limits are always observed. The two major types of rallies are the Time-Speed-Distance (TSD) rally and the Gimmick rally. In a TSD rally, participants attempt to follow the instructions precisely, maintaining the correct speed, as points are deducted for arriving at checkpoints (the locations of which are not known in advance) early or late.

A Gimmick rally is typically a bit less rigid and usually involves solving puzzles of some type. Prizes are often given for the most correct rallying.

Autocross (AX)

An autocross is a competition (timed event) in which drivers navigate their cars through a course defined by orange cones, usually in a large parking lot. Top speeds are generally moderate, topping out around 40–65 MPH (no higher than third gear for many cars). Competing cars are spaced at intervals—typically only one or two cars are on the course at any time. Autocross is a safe way to experience high-performance driving while learning to drive your car at its limit. NER hosts five autocross events each

year, and an AX school in the spring. Our neighbor to the north, the North Country Region (NCR) also hosts five a year and many of the same participants compete in both regions.

Driver Education (DE)

A driver education event provides a safe, controlled environment for high-performance driving instruction on a race track. DE offers drivers of all skill levels the opportunity to hone their driving skills, with the help of an experienced instructor, in a controlled, closed-course environment. In keeping with PCA philosophy, the primary emphasis at all times is on safety. A word of warning, though: the DE experience may be habit-forming! As DE events are not racing, nor preparation for racing, lap times are not recorded. NER and NCR share many events at such world famous tracks as New Hampshire Motor Speedway, Watkins Glen International, Calabogie Motorsports Park, Le Circuit Mont-Tremblant, and Lime Rock Park.

Club Racing

A club race is a wheel-to-wheel racing event. A race weekend consists of a number of practice sessions and “heats” (race sessions), often involving both “sprint” and “endurance” races. As a Club Racing license (issued by PCA National)

the Club!



Photos by Porsche DE

is required for competition, club racers are serious and experienced drivers. The cars they bring with them to the track can be quite impressive!

Non-Driving Events

Ground School

The Ground School will give you a great overview of NER's on-track driving program. NER's 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. Here you'll hear how to prepare for an event, how and where our events are held and, most of all; you'll learn how much fun it is.

Newcomers

If you are new to NER/PCA then you owe it to yourself to come to the Newcomers meeting and learn what we have to offer. There will be displays, videos, presentations and a chance to ask questions of those who run each of our various activities.

Driver Education, the Ramble, Auto-cross, Concours, Tours, Tech Sessions, Spontaneous Dinners, other social events and "The Nor'easter." Wow! As a member of the Northeast Region of the PCA, you can pick from a lot of different activities — lots of opportunities to meet your friends, learn about your car

and, best of all, drive your car!

Even if you aren't a newcomer, are you really sure that you are getting all you can out of the club? Or, would you just like a chance to see your friends, hang out and start thinking about the 2013 driving season?

Social Events

Often NER members tour a specialized facility, like restoration shops, race shops, or museums. We also often host famous speakers to come and tell their stories.

Once a year we host Porsches and Polo, a picnic event in Hamilton, MA that gives you a pitch-side seat at a polo match, and a chance to show off your Porsche.

The annual holiday Gala is a great place to dress up, and meet other enthusiasts. Awards are given, and dancing is done. This is an especially fun and elegant evening.

Other social events include Cars and Coffee, which is just what it sounds like. We gather someplace that allows us to park our cars in one lot, grab a cuppa, hangout, talk and share.

Spontaneous Dinners are just that; we make the plan, you decide if you want to show up. These regional events take place south of town, on the North Shore, and in metro west Boston. There's no R.S.V.P. needed, and our members are encour-

aged to organize one near them. Get to know your Porsche neighbors!

Tech Sessions

A tech session is a session in which a technical topic is discussed. Not just for gearheads, a tech session may demonstrate practical, 'do-it-yourself' procedures such as brake bleeding. Tech sessions are usually presented by experienced Porsche technicians, many of whom are sponsors of NER events and "The Nor'easter." NER hosts a few tech sessions each year, typically in the 'off' months when few driving events take place.

Concours d'Elegance

A concours is essentially a car show, in which contestants endeavor to present their cars in as close to 'perfect' condition as possible. A number of judged categories usually exist, typically differentiating between types of cars (e.g. 356, Boxster) and level of preparation ("top only" or "full preparation" or somewhere in between). Cars sometimes may be entered as "display only," for owners who wish to participate but not compete.

There's so much to do, all year round in the PCA, so come and join in, and meet fellow enthusiasts.

Remember, it's not the cars, it's the people.

KACHELMOTOR CO.

KMC



KACHELMOTOR CO.



2006 Porsche Cayman S, 6sp manual, 51k miles, Sport chrono, BOSE, Heated seats, excellent condition, Seal Gray over Natural Brown interior **\$29995.00**



2007 Porsche 911 Targa 4, 6sp manual, 45k miles, fully serviced, very rare Targa! 19" wheels, \$97k Original MSRP, **\$47995**



2006 Porsche 911 Carrera S Coupe, 6sp manual, 59k miles, factory navigation, dual power, Full leather heated seats, BOSE, Xenon lights, 19" wheels **\$41995.00**



2010 Porsche 911, Only 9815 Miles!!! 7sp PDK, Sport Chrono Plus, 19" wheels, BOSE, Color crests, Macadamia metallic over beige. Stunning car! **\$59995.00**



2007 Porsche Cayman, 5sp, 39k miles, BOSE, Xenon lights, Heated seats, 19" wheels with new tires, terrific condition, silver over black leather PRICE REDUCED to **\$27995.00**

Call Jason at 617-676-7000
Kachel Motor Co. Inc.
425 Canal St.
Lawrence, MA 01840

Checkered Flag - continued from
page 12

CAR rule of awarding double points at the last race. The rule was not universally liked by either drivers or fans because it was possible (some thought probable) that the championship could be decided by a car's (un) reliability. By the time the series got to Abu Dhabi the driver's championship was a two-horse race with Lewis Hamilton and Nico Rosberg competing for honors. Lewis had the edge with a strong second half of the season but still had to finish strongly to clinch the title. So, all was set for an exciting finale.



2014 Champion Lewis Hamilton

As you all know now, Lewis won the race convincingly — Nico was on pole but Lewis led the race from the first corner to the checkered flag. Nico Rosberg had technical issues (and finished way down the field) but because of Lewis's strong second half of the season and more overall race wins many in the stands felt he deserved to win the championship. One thing is for sure though — Nico Rosberg will be back next year stronger and with a score to settle. All looks good for a thrilling championship next year.



Vettel Last Drive for Red Bull

As for the rest of the field, they all have some catching up to do. I'll leave my thoughts on the 2015 season until

next month but in a nutshell...

Ferrari is in meltdown — poor performance has meant that their star driver has left, they fired their team principle (that's twice in less than 12 months) and the technical team has been completely reorganized.



Alonso Last Drive for Ferrari

Red Bull got better as the year progressed and with Ricciardo's great 2014 performance look for them to be a contender in 2015.

Honda is back in the sport as engine supplier to McLaren, testing in Abu Dhabi (after the race weekend) was a failure, so look to 2016 before they are really competitive.

McLaren's decision-making seems to be paralyzed — they finally decided on their 2015 driver lineup after weeks of procrastination. Indecisive decision-making and success don't normally go hand-in-hand in competitive sports.

Two teams will not be on the starting

grid in Melbourne — the financial crisis within the sport continues with little appetite for radical change.

The USA-based Hass F1 will be on the grid in 2016 — no serious American drivers have emerged yet, but you know they want at least one local driver in their lineup. Unfortunately for Hass, they have partnered with Ferrari for engine, aerodynamics, car technology etc. Let's hope Ferrari stabilizes in 2015 or this may not have been a great decision.

The F1 rumor mill says VW is looking to enter the sport (although the leadership of F1 and VW are apparently not the best of friends). As this means Audi and Porsche motorsports technology will be the underpinning of their effort, this is definitely "one to watch" — you can be sure that Mercedes is!

Finally, tickets for the Austin race (Oct 23rd–25th, 2015) went on sale a few days ago — you guessed it, Dani and I are in stand 15 again!

425 Canal Street
South Lawrence, MA

Kachel Motor Company (617) 759 8973
www.kmcauto.com

Sales, Maintenance & Fabrication Work on German and Italian High Performance Automobiles



Softronic
Softronic ECU Flash tuning
PCA authorized tech inspector

Four Speeds and Drum Brakes - continued

from page 9

popular "rain hats." These are supposed to allow more air to flow into the engine and thus create more power. At least that was the theory back in the day. Nowadays the thinking is all about keeping the cars as original as possible and, since I had an air cleaner assembly hanging on the wall, that looked like a job that could be handled after dinner some evening. No chance.

Air cleaners on almost all 356s are large metal containers held on with a round clamp secured by a single large bolt on each carb. One screwdriver, two turns and it's off and on the floor. Even in the SC model that use a different type of air cleaner the five bolts that hold it in place all come off with the canister itself making the job easy. No so with a 911.

Rain hats are held in place with 12 long bolts, which aren't tough to remove. It's the original air cleaner that takes a while to assemble. The large original air cleaner is held to a base fixture that is bolted to the carbs. Six screws hold the bases to each carb, for a total of 12 screws with 12 washers. These have to be put in very carefully because if dropped they will fall into the carb, slide down into the intake manifold and come to rest next to a valve seat. That's if you're lucky and the valve is in the closed position. If the valve is open the errant part will say hello to the combustion chamber where it does not belong and your day will get a lot longer.

Once the bases are in place the top portion can be put in place and the 8 clamps snapped down to hold it. Then the large center section or 'horn' can be installed. The center section holds the actual paper filter and there are two large wing nuts that keep that in place. Finally a paper hose is pushed onto the 'horn' and that is attached to the top of the oil tank as a breather. It all looks great when finished but it's a few hours of my life that I'll never get back.



There were a lot more instances where the differences in assembly were as different, but allow me to step up to a 'modern' car to show how cars have progressed since the '80s.

I have always told anyone that would listen that when small things fail on your car they should be repaired promptly. That is to prevent the car from collecting a long list of broken items and finding itself in the replacement category. As in time to get a new car.

If everything works as it should there will never be a need to replace the car you're driving at least until your needs change. Or you hit the Lottery.

Using that theory, I always attend to anything needed on my street cars and the Audi had a rear license plate light that needed attention recently. There are two on the RS4 and one had a poor connection. It was intermittent and I'd had it apart before. There are two metal prongs mounted on the cover that are pressed onto contacts that supply power to the bulb. I had replaced the bulbs with LEDs some time back and noted that the plastic base that the cover was screwed into was cracked. After a few weeks of being annoyed by the lack of light I ordered the part from the local dealer. It showed up in a few days and I set about replacing the entire unit one evening.

Now this is what must be done to replace a license plate light housing on a 2001 Audi:

1. Open rear trunk
2. Remove two screws holding the handgrip in place
3. Remove handgrip
4. Unsnap the inside cover from trunk lid (12 snaps)
5. Remove two screws holding light cover in place
6. Remove light cover
7. Unbolt the rear trunk handle to access light housing bracket nuts
8. Unscrew nuts holding housing to trunk lid
9. Unsnap wire retainer from trunk lid
10. Disconnect light wire from harness
11. Remove light housing from trunk lid

As they say, assembly is the reverse of the above, but to put a point on this discussion consider that it took a total of 12 tools to perform the operation above. There were three screwdrivers, four sockets, two ratchets, and three extensions. And you wonder why modern cars are so expensive to repair?

To replace the license plate housing on a 1965 Porsche 356 takes a single tool, a Phillips-head screwdriver, and about ten minutes. Here's the procedure for that car:

1. Remove two screws holding light cover and housing to bumper
2. Remove housing with cover attached

Even an early 911 with its license plate lights mounted in the engine cover require the same single screwdriver and only a few minutes more to replace the same unit. I don't think we're making progress here, that's why I am such a fan of old cars. Maybe that's a reason why they follow me home.

KTF

STUTTGART NORTHEAST, INC.



SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

I'm going to start my 'non-political' rant by stating that, in my humble opinion, the U.S. government has more than enough money. The problem is how the money is allocated and how inefficient the government's infrastructure has become. We need to simplify the infrastructure and we need to get back to jobs creation. We need to make sure our younger generation has the skills they need for a transformed world and we need to make sure the government is helping to develop the opportunities that can leverage those skills.

So let's get to the ideas that are rolling around in my head. How can we simplify the infrastructure?

Where are the pain points? Where is the U.S. government literally bleeding cash in business terms? Well, three things come to mind, USPS, IRS and Social Security Administration. All three of those agencies are crumbling under the weight of archaic policies, processes and infrastructure. They can no longer scale and they just keep sucking up more tax dollars each year. Simplifying mail delivery, tax collection and Social Security benefits can free up 100s of billions of dollars for jobs creation and skills development.

Let's hit USPS first. Some simple questions need to be answered. Do we need mail delivery six days a week? Does USPS need to use our tax dollars to subsidize magazine delivery (bulk mail)? Is any American proud to say that their tax dollars subsidized a discount for Victoria's Secret's delivery of a catalog to your mailbox? In relative terms the USPS is so inexpensive that Fed Ex and UPS subcontract them for deliveries. So now my tax dollars are also subsidizing Fed Ex and UPS. My solution to free up dollars is simple, practical and even beneficial to our environment. Reduce mail delivery to three days a week and charge the catalog companies full cost for the services they are receiving. If it costs, \$2.00 to mail a catalog, then that's what Victoria's Secret should pay. If they send fewer catalogs as a result, all the better — we just helped the environment by saving countless trees. We also help the environment by only having mail trucks on the roads three days a week. Think of the overall benefit to the carbon footprint and the barrels of oil that won't be consumed. If those catalogs are desired, switch to

electronic delivery. If you want to get really out there mandate that 50% of all mail has to be switched to electronic delivery. I know we still have a percentage of the population that doesn't use e-mail, so let's start low at 50% and work our way up.

Now let's move on to the IRS. We need a flat tax, it's not a 'nice to have,' it's a 'need to have.' The administrative costs of the current U.S. tax code are no longer manageable. It costs up to 30% to collect each dollar in taxes. Think of the funds that could be freed up if that number could be dropped to 10%. The U.S. government would have 90% of every tax dollar to spend on meaningful transformation. So throw out the existing tax code, set a flat tax for each income band, collect the tax at payroll and move on.

As a grand finale, I'll comment on SSA. This is a government agency that was born with great intentions. It's supposed to be a savings account for America. The government would have the ability to help people help themselves and also have the ability to disperse funds to the less fortunate. Well in today's world, SSA has become obsolete. It's another agency that is crushed under its own weight. We need to find a way to wind down SSA, while we wind up a private alternative. I'm all for forced savings and I'm all for helping others. But the dilution of every SSA dollar to cover administrative costs has become unmanageable. I've heard that administrative costs are approaching 50% of dollars collected. Once again we need to simplify. The U.S. banks need to partner with government and create a privately managed system. Every social security number gets a forced savings account that is funded by payroll deductions. When those accounts reach certain levels, they are taxed and the money is sent to the U.S. government. The balance of money continues to accumulate for the retiree. The minimal infrastructure overhead will place more money in the hands of the retirees and also give the government more money to take care of the less fortunate. Once again I propose a practical and simple transformation of a century old problem.

So to wrap all of this up, I have

a simple request. I would like to ask our federal and state governments to modernize. Catch up with the speed of the Internet. Be accountable for how and where our tax dollars are spent. Kill some sacred cows. Attack the obvious and actually drive transformative change. Our constitution created unalienable rights for US citizens and definable powers for government. Wasting tax dollars was not one of them. It's time to get smart and it's time for action.

Next month we get back to the year ahead and some car talk.

Until then, drive safe!

Mkerouac.pca@gmail.com

Minutes- continued from page 10

approved.

The next board meeting will be held at the home of Marcus and Dani on Sunday, January 18th at 10:00 am. This will be the annual planning meeting.

With no further business proposed, Bill moved to close the meeting, Adrienne seconded and, with no dissenting votes, we adjourned at 10:15 pm.



PORSCHE

**If you've driven by lately,
you know that construction is underway.**

Luckily for you, that means space is at a premium and *inventory must go!*



2014 911 Carrera 4 Cabriolet

Black/Black All-Wheel Drive
Hard to find! Only 5,846 miles
STK #P5601
Please call for details

2011 Panamera

All-Wheel Drive Security
Silver/Black
Only 27,470 miles STK #P5598
Porsche Certified
NOW \$61,492

2011 Cayenne S

Stunning Black/Black
Porsche Certified means...
Peace of Mind for You!
STK #P5627
REDUCED \$47,617

Porsche of Norwell

Others available at similar savings!

norwell.porschedealer.com
(877) PORSCHE
59 Pond Street | Norwell, MA 02061

"It takes a Village...Village Automotive Group"



Marketplace For Sale

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 gfennessy@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 gregwfooster@gmail.com. (1/15)

Track Ready 944 and Trailer Package. Beautiful 944 Race car. Brand new build, comes complete with fully decked out custom trailer including tools, generator and much more. Car has never been raced, only drivers education. Price: \$35,000. Contact George Heltz. heltzgeorge@gmail.com 585-503-2476 (1/15)

Set of Michelin Pilot Alpin PS2 M+S tires. 2- 235/40R18 10/32", 2- 265/40R18 8/32". New 11/32" and 10/32". Off 05 Boxster S. \$495 all 4. Michael 617 908 0176 Belmont MA. - michael crapulli 47 audrey rd belmont ma 02478 (12/14)

HRE 22 inch polished rims off of Cayenne Turbo, they are mounted on 295/30 ZR 22 Pirelli Scorpion tires, excellent condition, value new at around \$10,000...four tires, on four rims, \$2000 contact Tom Fair, 401 481 1600, or tom.fair@cox.net (12/14)

Boxster S - 2004 Black, 86,600 miles, 6 speed, A/C, ABS brakes, power steering, am/fm stereo with CD player (single disc), power windows, power door locks, dual airbags, leather seats. Water pump and thermostat, IMS bearing, clutch/flywheel, rear main seal and alternator have all been replaced in the last 16 months. Routine maintenance (including regular oil changes) done faithfully. Have all records under current (second) owner - female non smoker. Clean Carfax (will share) qualifies for CARFAX Buyback Guarantee. Reason for sale: needed a car with a full size backseat. \$16,300 OBRO DickAnderson114@gmail.com 978-764-0277 (12/14)

Advertising Guidelines

Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve for publication all advertising submitted.

Marketplace Guidelines

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

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



Elite Auto Repair, Inc.

1587 Post Road

Warwick, RI 02888

eliteautori.com

info@eliteautori.com

401-736-8942

Your Porsche Specialist

RI's only preferred installer of the

LN Engineering IMS Retrofit Kits for Porsche

lnengineering.com/installers.html

Building Relationships for the road ahead

New Members

NER Board of Directors

President

Kristin Larson
1 Wheelwright Ln, Acton MA 01720
978-302-3634;

Vice President - Administrative

Steve Ross
49 Village Brook Lane, Natick, MA 01760-0247
(508) 653-1695; admin@PorscheNet.com

Vice President - Activities

Michael Orsini; activities@PorscheNet.com

Treasurer

Bob Cohen
110 Harvard Rd., Bolton, MA 01740-1023
(978) 779-2226; treasurer@PorscheNet.com

Secretary

Marcus Collins
16 Meriam Street, Lexington, MA 02420
617 997 9145; secretary@PorscheNet.com

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

Chief Driving Instructor - Driver Education

Dick Anderson

Instructor Development - Driver Education

Bob Kelliher

Zone 1 Representative

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

Rick Abisla
Falmouth, MA
1991 911 Carrera C2
Midnight blue

Robert Ain
Winchester, MA
2002 Boxster S

Sylvain Ferrari
Cambridge MA
2015 Macan S Rhodium
silver

Michael Grady
Mansfield MA
1995 911 Carrera Silver

William Hahn
Newton MA 2015
911 Turbo Dark Blue
Metallic

James Murphy
Westerly RI
2015 Macan S Black

Gregory Murphy
Hopkinton MA
2014 Cayenne Diesel
Black

Kenneth Norberg
Coventry RI
2011 Panamera 4S
Graphite

Martin Phillips
Rehobeth MA
2003 911 Carrera

Lou Senese
Sandwich MA
2005 911 Carrera 4S
black

Ralph Sevinor
Gloucester MA
2013 911 Carrera 4S
Cabriolet Platinum

LeRoy Simpson Jr
Winchester MA
2013 911 Carrera 4S
black

Phil Velez
Wellesley MA
1984 911 Carrera
Rauchquarz metallic

Richard Adams
Centerville MA

Paul VanDerMeer
Andover MA
1987 911 Turbo

Real Advice. Real Results.

When you are really ready to
buy or sell, I'm available to
make it really happen.

Specializing In:

Back Bay	Leather District
Bay Village	Midtown
Beacon Hill	North End
Brookline	Seaport
Charlestown	South End

Search all MLS listings at robbscohen.com



Robb Cohen
ENGEL & VÖLKERS, Boston
Principal - Broker
9 Newbury Street, 2nd Floor
Mobile +1-617-962-0142
robb.cohen@evusa.com

ENGEL & VÖLKERS
ROBB COHEN TEAM

©2014 Engel & Völkers. All rights reserved. Each brokerage independently owned and operated. Engel & Völkers and its independent License Partners are Equal Opportunity Employers and fully support the principles of the Fair Housing Act.



PRECISION AND PERFORMANCE DEFINE YOUR PORSCHE- AND OUR SERVICE TEAM.

Your Porsche is designed to meet and exceed all of your expectations. You can expect the same level of excellence from *Eurotech Advanced Automotive*. Our goal is simple - to provide you with a premium level of service so you get the most from your Porsche. When you bring your Porsche to *Eurotech Advanced Automotive* for service, you'll know exactly what to expect. **Expect Excellence.**

EVERYTHING TO KEEP YOU IN FRONT OF THE PACK AND WINNING

- Factory Computerized Diagnostics
- Maintenance Service & Repairs
- Wheel & Tire Service
- Dynapack Dyno Services
- Corner Balance
- Four Wheel Alignment
- Custom Fabrication



EUROTECH 
ADVANCED AUTOMOTIVE

w w w . e u r o t e c h r a c e c a r s . c o m

14 Grant Street | Framingham, MA 01702 | phone. 508.879.9911 | fax. 508.879.9119

The NOR'EASTER
c/o Adrienne Ross
17 Karal Dr.
Framingham, MA 01701

Periodicals Postage Paid At
Framingham, MA 01701
and Additional Offices

To:

Time Sensitive! Do Not Delay

What Becomes a Legend Most?



LEGENDARY SERVICE AT A LEGENDARY LOCATION.

SINCE 1956, Auto Engineering in Lexington, Massachusetts has been known for the service and sales of legendary German cars. Today, eight years after acquiring the business, we continue this tradition here in Lexington.

This fall whether you put your Porsche up for the winter or drive it all year round we are offering a no cost vehicle check over for all Porsche owners. While you're here, you can talk to Justin Becker, our Porsche

trained master tech about general service needs or high performance upgrades...all for free.

We think you'll find our convenient location, free loaners and very economical prices a perfect fit for these times and your legendary car.

*Special Thanks to all of the PCA members who showed up at our open house!
We look forward to seeing you here again.*

AUTO ENGINEERING OF LEXINGTON
436 MARRETT RD. LEXINGTON, MA
781.676.7700
WWW.AUTOENGINEERING.COM



EXPERT, ETHICAL, ECONOMICAL
SERVICE AND REPAIR FOR
PORSCHÉ • MERCEDES
BMW • AUDI • VW