

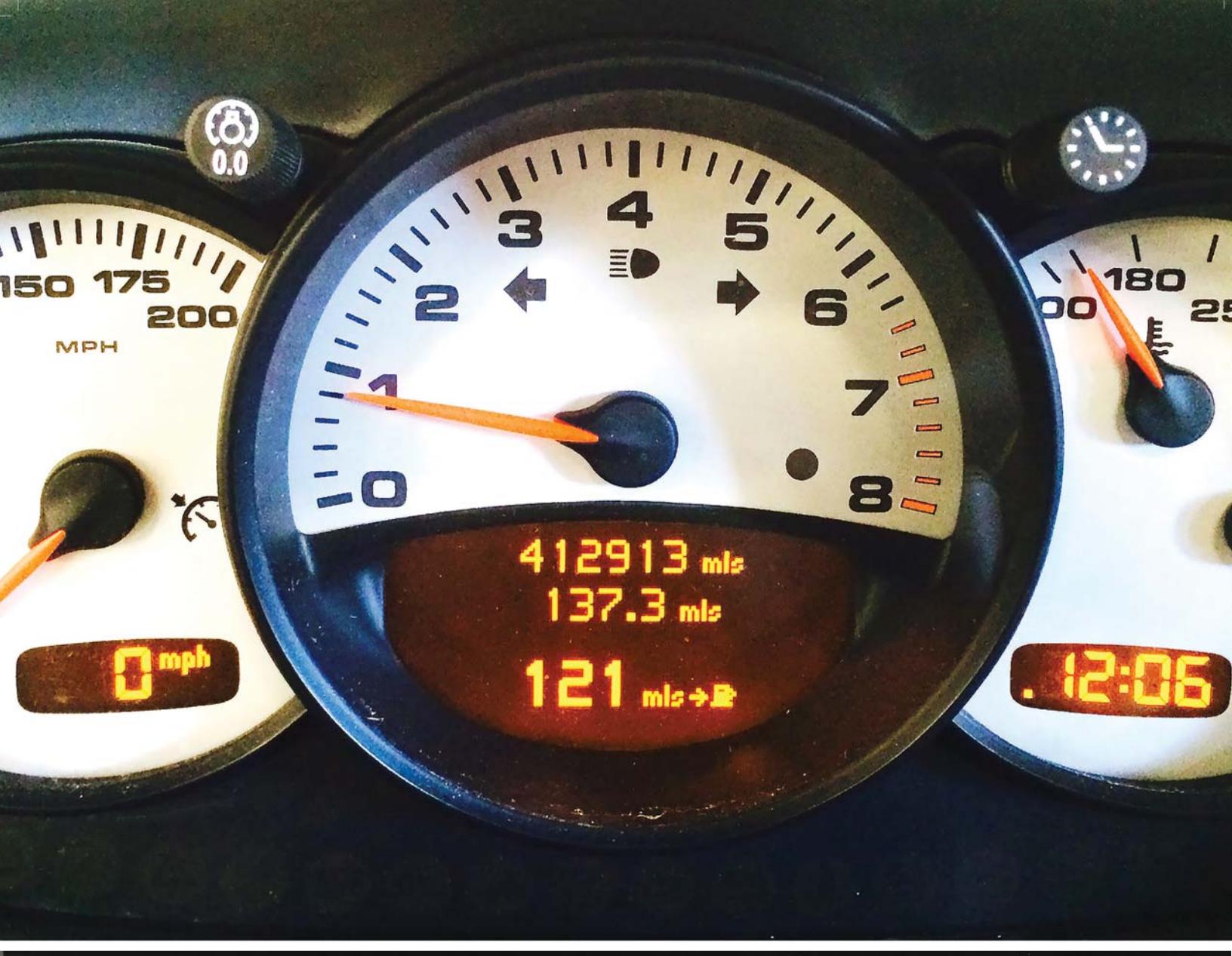


THE NOR'EASTER

15 JULY 2015 JULY

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





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

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

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

So, the next time your Porsche, car or truck needs maintenance be sure and give us a call.

We'll be happy to go "the extra mile" with you.



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WHO WE ARE....

PORSCHE



WHAT WE DO....



On the Edge of Fast



Adrianne Ross

Palmer, Palmer, Palmer. Yes we all went. Yes, it's probably what most people will write about. I lamented about this to my daughter, and she said I might as well join 'em. So here we go.

New England is a'buzz with the idea of two new race tracks, one in New Hampshire called Tamworth, and one in Palmer, MA called Palmer Motorsports Park (or Whiskey Hill Raceway as their wristbands say). The excitement has been palpable because Thompson only opened last year with their re-made road course, so in

most of those are increasing radius. It's less complicated than it sounds, and way more fun than I can express.

I came home in the afternoon, to do that whole work thing, and when that was over, I hit the YouTube. I watched and watched, I knew where people were, I started to understand the line, and I studied the map. I was determined to let Peter Krause's advice carry me through learning a new track. I could almost drive it in my head when I came back on Saturday morning.

Did I put one of my favorite instructors into the car? Hell yes! Was it still a little confusing? Uhhh yeah, I'd have to go with yes on that one too.

John took me out, and guided me carefully around. The advantage was that every person out there was learning the track, so I passed 5 people in my first session. (It's not a race, it's not preparation for racing... But I passed 'em!)

Second go – I was happily chirping along by myself, at a marginal speed, learning the better turn in, the good brake points, and in general the line. Yup! I was falling in love.

By the third outing I was humming along. Humming? I haven't hummed since Callabogie! That's how much I liked this course.

I left my last run because parenting

duty called, but I came back bright and early on Sunday. More cool people to catch up with, more laughs, and another ride with John. I couldn't figure out why my turn 7 and turn 11 (both blind apexes) were so bad. I couldn't figure out the turn in or the line.

We worked and worked on it, and by about the 4th lap, we figured out that if I was late to the apex, instead of just dialing in, I was adding acceleration and dialing further in. I'm late! I'm late! Go faster!

Yeah, no.

Next lap, I stopped adding fuel, got my eyes up, and just turned in correctly. I nailed it. And again, and again.

Thank you John!

Palmer is technical, and almost all elevation. I'm certainly not fast on it, so I can't speak to "fast," but it sure is fun!

I passed 5 people in my first session. (It's not a race, it's not preparation for racing... But I passed 'em!)

essence that's 3 new tracks in (probably: Tamworth isn't paved) 3 years.

I too was on the band wagon, awaiting my chance to go play on new pavement. So out I went with NER – me and my Cayman. This is our story.

I went out on Friday, the advanced day, to meet and greet my driving buddies, and hitch a ride around the track. I tend to absorb stuff overnight, "sleep on it" as it were, and I thought this would be a great use of that facility. I arrived at 6:30 AM to find some of my favorite people. A day that starts out on a track is always going to be good. But at the track with people you adore – it's going to be EPIC.

I arranged a ride with Steve Ross (people ask, no we're not related), and he took me out for a full session in White.

The track is straight up hill for 6 turns, downhill for 5, up for three (there's a cork screw) then down for the last turn, 14 – and onto the front straight. Eight turns have blind apexes, and



In This Issue...

We have lots and lots to do and say for the June issue. There are so many different kinds of options that everyone can come out and enjoy something.

If you drive on the track, check out the piece on Peter Krause. He's a data god, and has been coaching people in the drivers seat for longer than you can imagine. I've worked with Peter myself, and he really is absolutely amazing.

The Ramble pics are in - plus its summed up with a poem!

Lastly, we lost another good friend, and driving legend Denise McCluggage. Some of you have had the chance to meet her and hear her speak. She was a wonderful woman, and many of us are mourning the loss of a true icon.

Up To Speed

Learning a New Track

After having a new track in Thompson, CT last year, we had the ability to drive another new track in 2015. There were close to 140 drivers who just learned a new track this past weekend at Palmer Motorsports Park in Palmer, MA. So how was this done? I can only speak for myself and what I thought of before and during the weekend. I did not consider one way to learn a new track but many in which most are listed below.

Before arriving, my first task was to find some videos online. There were not many but they helped. I personally like the vid-

and everyone was extremely cautious and seemed very content to "follow the leader" and minimal passing was done. With each additional run, I could see everyone's speed increasing as the comfort level increased. By Sunday afternoon, lap times seemed to have decreased dramatically and we ended with a safe, fun event.

My personal preference was to be on the safer side and late apex and slowly bring it back to a more ideal apex which increased the exit speed. Consistently driving to the apex was critical for me

as the speeds were increasing for self-preservation purposes. Looking up became more critical to ensure I knew what was coming. This is a discussion point I think every instructor makes with a student and learning a new track definitely puts in into practice (though we should all be doing this all the time).

When the track went cold on Friday, we were given the option to walk the track which a number of us took advantage of. We also had Dennis Macchio from Bertil Roos at our event so it was interesting to watch him look at camber, elevation changes, and track conditions and listening to his advice on how it may affect the line. There was healthy debate as to the best line through many corners. It was so healthy that the 2.3 mile track took over 1.5 hours to walk.

So at the end of the weekend and looking back, there was no one way for me to learn a new track. It was digesting each and every method

above and putting them all together. They meshed a bit better as the weekend went on. Some advice from others I followed, others I did not but I found a line that worked for me. Looking forward to the next event at Palmer and hope to see many of you at Mont-Tremblant next month.

eos with a track map because it helps me figure out where I am on track. Otherwise, I am more apt to get lost on the track while watching. Once I have a bit better understanding, then I go look for videos for a car similar to mine which I did not find this time. But I did find videos posted by both Ron Savenor and Jonathan Katz, both PCA members, which were extremely helpful.

Reviewing a track map before arriving is also helpful. BMW had produced a track map with descriptions of each corner. Using that, along with the track map, I envisioned a 2D ideal line around the track. This methodology takes no consideration into camber, elevation change or track surface. I focused on the corners entering the longest straights and worked downward to any throw-away turn.

Now I am finally at the track, luckily on a beautiful day with 2 more just as nice predicted for the weekend. Before my run session, I got into the car with an instructor and got to see hot laps around the track. Since I had actually driven some bit faster than parade laps shortly before the opening, I was able to talk him through the track which also reinforced the line for me. Finally, my run session was to begin



Kristin Larson

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Oil and Water

Technology Marches On



Mike Kerouac

Quite a few issues back, I wrote about the technological advances in our Porsches. My column debated the merits of PASM, PDCC, Rear Wheel Steering and Torque vectoring in modern Porsches. Is Porsche diluting the driving experience in the quest for even the minimally competent driver to go faster (and do it more safely)?

In this column, I'd like to mix it up a bit. Lately I've been thinking about the impact of technology that we use inside and outside our cars. I consider myself a technologist and yet I'm starting to question just

Lately I've been thinking about the impact of technology that we use inside and outside our cars.

how beneficial all of the social, mobile and big data applications are to who we are and what we do. We are all used to weather apps, airline apps and hotel apps. There is the myriad of games and the omnipresent Twitter. But now we are seeing a new generation of apps evolve that are a bit more invasive.

Think about some of the latest advances in smartphones.. We have Waze as a social traffic and police reporting application. The data on Waze is 100% generated by the users. We have Google Car and Apple Car. Your car is no longer a car: it's now a device that connects to your smartphone. You can manage all of the activity that normally resides on your smartphone through the touchscreen in your car. This includes email and texts. We also have Facebook Messenger with the ability to map your location as well as make phone calls to your chat partner. We have Uber to get us a ride when a taxi just doesn't cut it. There is also an app that helps you find a parking space, but the name escapes me.

It all seems harmless enough. Or is it?

With every click or voice command data is being collected. Some of that data is being used for good, some for less noble reasons. Have you noticed that most chat forums mysteriously know exactly what your interests are when the advertising banner pops up. How would a Watch Forum know that I shop at B&H Photo or that I just bought Ray Bans from Amazon? Pretty much everything we do inside the cloud is being recorded and dissected and then used to try and influence or buying behaviors and purchase decisions. Anything we do on Facebook, Twitter and Instagram can quickly enter the public domain. Look at Pablo Sandoval from the Red Sox as an example. He "likes" a girls picture on Instagram and it's in the newspaper the next day. In my humble opinion invasions of privacy have gone way to far, but technology marches on.

Now let's narrow the scope to the time we spend in our cars. Waze knows where we are at all times. Your friend network is visible to you and you are visible to them. If you see a speed trap you can report it to Waze users. If you see a disabled car or accident, you can report that too. Waze reports a user's average speed between points. That's great for assessing traffic delays, but if you have a particularly heavy foot on the gas pedal, users see that too. Waze also does one other thing. It tracks your driving habits, it knows when you stop and where you stop. It provides data for the patterns we generate in our daily lives and then that data is used to try and influence where we eat, where we get gas and where we shop. Even if I acknowledge the utility of the app, the potential benefits it provides and the brilliance of the application data being user generated, I still see some serious issues. How can a driver focus on driving with Waze barking alerts? How can a driver focus on the road while reporting speed traps or accidents? Tex-

ting and driving is illegal, but "Wazing" is not. I don't see much of a difference in the outcome. A distracted driver is still a dangerous driver.

Now let's move on to the uber distracted driver. No, this is not a driver trying to use the Uber app. This is a driver that has connected a device, in this case their car, to Google Car or Apple car.. The driver now has all of there most critical apps at their disposal on the cars Nav screen. Google, Maps, Music, Phone Directory, Email, Texts, Twitter and of course Waze. Now according to the press release, most of the apps will only be available by voice control if the car is moving. We'll see how long it takes to develop a hack for that safety feature. You've all heard the old saying, "Can't chew gum and walk at the same time." Well, based on my observations over the last couple of years, there are many drivers that can't drive and talk at the same time either. But, technology marches on.

As I said at the beginning of this article, I am a technologist. I'm also a realist. I can see a world where the ability to assimilate technology, as it marches on, has become problematic. Contrary to popular belief, the average person does not multi task that well. Driving while texting, talking, Wazing or trying to read email is not something the average person can do effectively. That translates into more accidents, more reasons for traffic jams, more reasons for Waze users to report incidents, which results in more traffic jams, which means drivers get on the phone or Tweet or text while they are stuck in bumper to bumper traffic. You can see the vicious circle forming. Maybe we should all use just use Uber, then we can sit in the back seat and use our connected world until our fingers go numb. We can Waze without consequences as technology marches on.

Until next time, drive safe!

Mkerouac.pca@gmail.com

Four Speeds & Drum Brakes

The Good, the Bad, and the Broken

With the driving season in gear it's time for a race report from the world of cheap race cars. The loyal reader will remember the Chump Car race from last year at Watkins Glen. It was a notch up, maybe two notches up, from the LeMons races that were run with a \$500 VW Jetta in NH. I was part of a two car team featuring a pair of Peugeot 405's called French Toast and French Roast. They were small, lightweight sedans with 4 cylinder engines driving the front wheels that were a ball to fling around the track. The team was very well run with radios in each car, a crew chief, and a group of seasoned drivers. Well, some were more seasoned than others.

There are a couple of cars in the garage that are more modern (they're only 30 years old)...

The last few races had gone so well that they decided to expand the team and add two more cars. Not just any cars but two Porsches, a 944 and a 928. Both were within range of the cheap car rules for different reasons. The 928 was found with the engine all apart and the 944 was just old.

Of course that meant that more drivers were needed so a call went out to the ringer in AZ, son Rob. When he heard about the new rides he was eager to be on the German side of the team until I pointed out a couple of things:

1. They had run the Peugeots for years and could fix anything that we broke.
2. They had never run Porsches before and parts were limited.
3. If your car broke the first day and couldn't be fixed your weekend would be over.

We signed onto the French side and watched as the Porsches were driven over to Tech inspection, the 928 in a new bright wrap

that made it look like Nemo. The 944 had spent its life on the track and had all the bumps, bruises and stickers to prove it. They both looked fast.



The evening was spent cleaning, attaching the timing transmitters and parking four cars in a two car garage slot. The Peugeots had their tails sticking out. We looked like the guys to beat.



In the interest of competition, Rob and I took the second shift in each Peugeot to see who was faster. I was able to keep up for a while but then he began to get away in the traffic. We had dropped the green flag on 80 cars and even at Watkins Glen that was a crowd. After a



Tom Tate

few laps I came up on Rob in the other 405 going into the Toe of the Boot and he was moving slow with white smoke coming out of the car. I waved.

Next time around he had made it as far as turn ten but the white smoke had turned to black and he was standing outside the car, not a good sign. As a point of interest, white smoke is the result of oil burning and black smoke is from other things like wiring, rubber, and plastic burning.

This race series requires that all cars have a fire suppression system installed in them and this car was so equipped but when the pin was pulled nothing happened. A second extinguisher was near the driver and Rob grabbed that on the way out the window as flames appeared inside the car. Corner workers appeared along with a fire truck and the fire was put out but French Roast was done for the day. Inspection in the pit found that the engine had thrown a rod through the block and when it did, the pieces, which were found on the track, had severed an electrical cable and the short had started a much larger fire than just spilled oil burning. The main wiring harness was also roasted, in fact the fire had melted most of the plastic vent system under the dash.



continued on page 46

Minutes of the Board

June Meeting



Steven and Laurie James

The June board of directors meeting was held on June 17, 2015 at the home of Adrienne Ross.

The meeting started at 8:04 p.m. after a local barbecue ribs and chicken feast.

Present were:

Kristin Larson President

Steve Ross VP Admin

Adrienne Ross Nor'easter Editor

Bob Cohen Treasurer

Dick Anderson VP Activities

Steven and Laurie James Membership

Stan Corbett DE

Not in Attendance; Marcus Collins

Secretary

Steven James gave the membership report: Primary members 1614; Affiliate members 975; Total members 2589 Transfers In 1; Transfers out 3; New Members 34

The meeting open with a welcome to Dick Anderson our newest addition to the 2015 board who joins to fill out Michael Orsini's mid year departure to relocate to San Francisco for a new job. Thanks to Mike for his service and welcome Dick in his new role of V.P. of Activities.

Steven James touched again on the need to automate the renewal process for Noreaster subscription. Kristin, Dave Berman and Steven will meet to discuss any remaining details and move forward.

Bob Cohen gave the treasurer report and discussed an added security compliance on check writing for the club.

He suggested double signatures moving forward and a motion was made. The motion was made to adopt dual signatures with unanimous approval by the board. Treasurer report was also approved.

Kristin said the last Autocross was a big success with over 80 people attending. The next AX is 6/28.

Stan discussed the recent DE at Palmer. The current event had 146 drivers with 80 on Friday, 140 on Saturday, and 135 on Sunday. The facilities are a little rough

still-porta poties, no showers—however the course received good reviews and based on their fees we should consider doing more events there.

The next DE is at Mt Tremblant July 6-7-8 as of the meeting there are still spots available. Stan noted drivers are waiting longer to register. As late registration can complicate assignments of novice driver with instructors, a few incentive ideas were discussed to encourage early paid registrations.

That discussion lead into the status of the event planned for Thompson. The Thompson DE event still needs instructors. This event is a 3 days event that is open for all drivers novice to the advance run groups.

Steve Ross covered the scheduled concours at Lars Anderson Museum Sept. 9-12.; the Fall Tour,

Auto Engineering Tech session on Sept 19th and F-1 viewing on Sept 25th. He is also looking into a Factory 5 tour in September.

It is time to select the nominating committee. Adrienne nominated Kristin. Board unanimously approved the motion. She will choose 2 other people not on the board to complete the committee.

A motion was made to close the meeting at 9:20.

Happy PCA Anniversary!

Forty Five Years

John R. Howatt

Ten Years

Charles R. Longsworth
James A. Grubman

Joanne Leary
John F. Morris

Peter J. Bassett
Steven F. Kramer

Five Years

Arthur J. Bryant
Christopher E. Hill
Douglas F. Dooley
John W. Littlechild
Marco Cipriani

Michael Salasky
Michael P. Troddyn
Paul D. Murray
Rajesh Mahey

Raymond P. Ward
Russell A. Sabanek

Thirty Years

Frederick M. Johnson
Michael J. Trombly
Peter C. Fuller

Twenty Five Years

Davis Pan

Twenty Years

Colin L. Mazzola
Mark J. Boullie
Sanjeev Seereeram

Fifteen Years

David E. Goodman
Gerry Kashuk
Glenn M. Champagne
Stephen M. Turgeon

Turning Money into Noise

Way Out in Fremont

Well, it was bound to happen at least once in my life, given that I'm in the pharmaceutical industry and it's a pretty bicoastal industry. What am I talking about you ask? A move to the west coast, what else? That's right; I'm writing to you right now from the San Francisco Bay area. Specifically, Fremont, CA, where I've taken a new position as a Sr. Scientist for Thermo Fisher Scientific. I'm sad to leave New England and all of you, as the PCA NER has been a significant part of my life for the last eight years or so. It all happened very quickly, in fact, within

That's right; I'm writing to you right now from the San Francisco Bay area. Specifically, Fremont, CA...

a month. For any of you that know, that's lightning fast for pharma.

I started last week and so far so good. The facility is brand new and located in the same industrial park as Tesla. In fact, the test track is right behind my office. I haven't yet figured out how to wiggle my way onto the track, but I'll figure it out. I'm sure one more hot shoe won't be noticed.

I've already attended my first Porsche related event out here. Parts Heaven had its annual swap meet last weekend and it was a pretty large event. There were approximately 50 cars entered in the concours and another 150-200 cars present. I met several members of the local Porsche community and even managed to pick up a few spare parts for the race car. I've also toured Jerry Woods Enterprises and am set to do my first ever track day at Laguna Seca this weekend. I volunteered to coach and the local region's taken me up on the offer. They've loaded me up with four students, so I hope it's not too hot.

Let me say a couple of words about driving across the country with a race car in tow- It's not easy. If any of you remember my winter getaway to Tail of the Dragon

and Daytona and then back to MA, you'll believe me when I say I've got some long haul experience. However, this gives long haul a new meaning. I drove 3,400 miles over three and a half days – towing the race car the whole way. I only stopped to take a few pictures along the way. I did however, strike gold with the fact the XM radio was free that week and that's all that kept me sane and occupied. There's a whole lot of nothing on the radio in the Midwest.

Well, that's about all I have to say. I sincerely hope to see you all again in a few years when I get sick and tired of this Bay area weather. Did I mention it's been 75-80 degrees and sunny for two weeks now? And the temperature dips right down at night to 60-65 degrees. Snow comes up a lot out here, but only in conversation. Take care, and remember, if you have everything under control, you're not moving fast enough!

Dr. O.

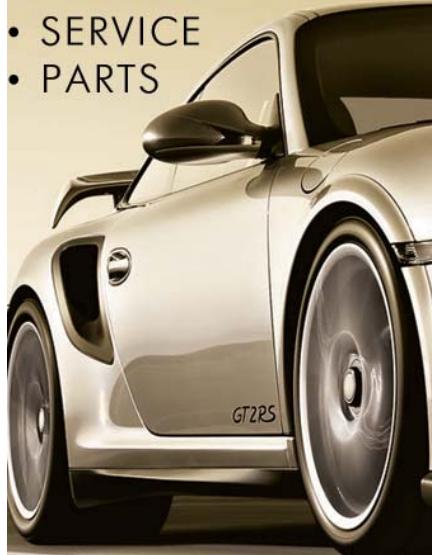


Michael Orsini

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Around the Cones

Things to Do

This month I will be a nostalgic and relate how things were in the PCA/ NER world in past decades. Auto crossing was a staple of the club as available tracks were few and far between. Timing, by today's standards, was very crude, hand actuated stop watch sufficed until the "modern marvel" of mechanically actuated timers (via a rubber hose that was run over by the car, same as gas stations of the day used) Scoring was by the tried and true hand written on a clipboard method of record keeping. Trophies were of the "bowling trophy" variety i.e. plastic and tin with some sort of flying angel on the top and an inscribed

Check out this month's Noreaster and the webpage Porschenet.com for a list of upcoming events...

plaque denoting the placing. It was not until the late 80's with the advent of computers and that great invention, the bar code reader that fully automated scoring reached its' potential. The 1991 Porsche Parade, hosted by NER, saw the first general use of this technology, and with the help of some of our brightest IT people, instant results in descending order on an electronic scoreboard and time sheets wowed the assembled participants.

Our newsletter, the Noreaster, went thru a similar change; starting in the early 60's as a mimeographed (you all remember them from elementary school, right?) pages typed on the modern IBM Selectric typewriter. The birth of the computer allowed columns for the newsletter to be written and transferred to floppy disks, unfortunately they then had to then be transported to the editor in person (the internet had not yet become widely available.)

Now all columns for the Noreaster are zipped over the internet to the editor almost instantly (of course they do need to be written first.(Duh.)

Next subject, our home track NHMS,

was formerly called Bryar Motorsports park, a twisty road course etched out of a gravel pit in the same location build in the mid 60's, served as a local venue for our region's DE event, along with many SCCA races and the late great TransAM series of the 60's. Some of the original track is currently used in the NHMS iteration, specifically the tree house and bowl area that were actually run in the opposite direction with serious braking needed at the sharp right at the bottom of the bowl, Turn 3 was also run the other way, again downhill, many of the cars running on this configuration were brake challenged (front disc brakes only were the norm) to be able to slow down for this turn, resulting in some spectacular spins and occasional impacts into the tire walls.

The track had a gravel pit and paddock area, insuring plenty of dust, the snack bar was equally as primitive with patrons fighting the flies for access to their food. As can be expected the bathrooms (if you could call them that) were similarly crude, I'll leave it to your imagination.

July 25th brings our second Cars & Coffee at a new venue, Volante Farm in Needham.

A Porsche detailing workshop will be held at Unique Car care in Stoneham on August 15th, good time to learn how to clean your Porsche for the Polo matches the next week.

The summer NER season is upon us



Steve Ross

and already a number of events have been held. Check out this month's Noreaster and the webpage Porschenet.com for a list of upcoming events, including Porsches and Polo at Myopia in Hamilton mass. along with the ever popular picnic competition on August 16th.

First up is our Summer BBQ graciously hosted by Dani Fleming and Marcus Collins at their home in Lexington on August 23rd, all members are welcome

A week later is the annual visit to the Collings foundation airplane and antique, racing and micro car collection on August 22nd

Finally a viewing of the F1 race in Austin Texas will be shown at Porsche of Burlington on September 25th.

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Don't Lift

Palmer, Oh Yeah!



Stan Corbett

As I mentioned last month our DE cars are now at full song. As we track out from the apex at Palmer (which was just last weekend), "Don't Lift!" because we're headed for our annual trip to Le Circuit Mont Tremblant in Canada. After that we're back to Palmer in August (NCR event), then Thompson in September (our event) and NHMS in October (NCR event). Registrations for our Thompson event in September are very light, so if you have been thinking of going now is the time to sign up. Missing from this list is the NCR event at Limerock which was scheduled for late June. It has

We had a fantastic turn out, 146 registered drivers, one of our best attended events in the last few years.

been cancelled by the track due to the need to repave portions of the track.

Just a couple words about our Palmer event held 12-14 June (details are in a separate article in this issue). We had a fantastic turn out, 146 registered drivers, one of our best attended events in the last few years. In spite of the somewhat primitive state of the facility (porta-potties, limited paving in the paddock, and so on) I believe everyone had a good time. The driving was outstanding and smiles, nay full-face grins, were in evidence throughout the paddock.

My next event is back at Palmer the end of June with BMWCCA Boston Chapter (Yeah, I REALLY enjoyed driving this new track). I'm doing that one in part because our local PCA and BMWCCA regions are trying to support each other's events. This is particularly helpful when instructors from the other clubs come to our events so we can let more

Green (Beginner) and Yellow (Novice) drivers into the events without having to assign more than one student per instructor. BMW needs more instructors for their Palmer event so I and I'm sure other NER and NCR instructors are signing up to help instruct and, of course, get another opportunity to drive the track!

Info on the DE events for 2015 is posted to our website and gets updated frequently as more details are worked out. I can't stress enough how important it is for our DE'ers to read the information on the web site. In addition to the track information the website includes hotel deals, fuel and tire availability, and anything else I think might be of interest to us as Track Rats. Most of the answers to your questions can be found there and, if you can't find the answer on the site, please feel free to email (trackchair@porschenet.com) or call me (774-275-1621). I am also interested in any suggestions you might have for improving the DE section of the site.

Join me this DE season and... Don't LIFT! Stan

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Sign Me Up

Spring Up!

I just finished our first Auto X and based on the results my absence from auto x last year was noticeable. New tires, brakes and service complete; same driver, problem identified. All it takes to add a few seconds is a little hesitation; making turns, braking and course decisions. Bottom line even with a few years of experience I will need more runs and practice to post competitive times.

I wisely took a few instructors out to coach me up. They were kind in explaining the reality using terms like late, over driving... terms I interpreted with ...one that sounds like Duck.

I may need to tap into every event on the schedule this year..to get my mojo back...

The event was great with a 80+ cars. We enjoyed a windy sunny day to start the season. So where do you go from here when your times are off. As our NE coach would say, we are on to June 28th. Yes the second auto cross event will be more fulfilling. However, I may need to tap into every event on the schedule this year..to get my mojo back...

I did find my value added spot as human ballast for the timing tent. With winds gusting 20 mph+ there were times that without a few bodys hanging on to the tent frame it would have been rolling like tumble weed across the Ft. Devens site. Bill Seymour, recruited me....can you hold this... after 30min I asked another member and the progression would continue through the afternoon. Later that day Bill made a nice comment on my assistance at the event; you never know when and where your skills are needed...

Prior the AX event I attended a NCR tech event at Series Motorsports. The topic was a braking systems, and going was a last minute decision after Dave Berman offered

a ride up to attend. If you ever thought braking systems were simple, this turned out to be an educational discussion on everything related to performance braking systems. Topics covered were system mechanics, hard components; disks and calipers, effects of cooling and Pad choices.

I picked up some new info and if you see a future tech session on braking systems plan to attend. Information can save you from making pairing mistakes, at one point a question came up from car owner with ceramic brakes, he reported high wear from track use and was using a metallic pad with ceramic rotors. Not recommended according to the Pagid representative and unfortunately big \$\$\$ to replace those ceramic rotors.

I note this session as an example of opportunities for PCA/NER members to attend PCA community events with-in driving distance that offer tech, DE, auto X , etc. In my first year scheduling DE dates, I scheduled 80% Connecticut Valley (CVR) events since they had the dates I needed based on my work schedule. However, start with NER since our track chair would like to see you at one of our DE events; if our dates don't work check other club dates and their track options. There is still time to schedule an active DE season.

If you recently caught the news on May 23rd that Verizon Indy Car series is coming to Boston in 2016. According to the announcement the race will take place over the Labor Day weekend September 2-4, 2016. I have been catching a few televised races and can't wait to see this race in 2016.

The proposed Grand Prix course: The starting line is the South Boston Bypass Road. The route takes a turn onto Congress Street, then onto Massport's Haul Road, cross under Summer Street onto Fargo Street, and proceed to D Street, around the Boston Convention and



Steven and Laurie James

Exhibition Center. The cars finish turning onto Cypher Street, and return to the starting point. This should be a fun course and before its finalized I wouldn't be surprised if they tweaked it after qualifying since this is their first course and there will be some learning as they go.

September 2016 in Boston, the start of Patriots quest for another super bowl; fall in the air and racing in the streets... Even with a year lead time the excitement is already building. I have had a few conversations with fellow PCA members that plan on volunteering and almost everyone has a palpable excitement that this race is finally on the schedule.

If you're looking for some extra practice driving around the Ft Devens site, I hope to see you June 28th for the second autocross, I'll be the guy hanging from the tent....

Enjoy your July -

NER at Le Circuit Mont-Tremblant

July 6th through 8th

2015 Calendar At-A-Glance

June

- 5 - 7 48-Hours at The Glen @ WGI; Zone 1
- 7 - NCR AX 2
- 10 - Board Meeting
- 12 - 14 DE @ Palmer
- 13 - Le Mans, Stratham
- 21 - German Car Day @ Larz Anderson
- 28 - NER AX 2

July

- 5 - NCR AX 3
- 6 th-8 DE @ LCMT
- 8 - Board Meeting
- 29 -30 DE @ LRP; (NCR)

August

- 1 - NER AX 3
- 2 - NCR AX 4
- 8 -9 DE @ Palmer; (NCR)
- 12 - Board Meeting
- 15 - Detailing @ Unique
- 16 - Porsche and Polo
- 22 - Z1 AX
- 22 Collings Foundation Visit
- 23 Summer BBQ

September

- 9 - Board Meeting
- 18 - 20 DE @ TSMP
- 20 - NER AX 4

October

- 3 - NCR AX 5
- 14 - Board Meeting
- 12 -13 DE - @ NHMS (NCR)
- 24 - NER AX 5

November

- 11 - Board Meeting

December

- 9 - Board Meeting

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

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

This always popular event is limited to 150 drivers (5 run groups with a maximum of 30 cars per run group). There are currently plenty of instructors signed up so Green (Begginer) and Yellow (Novice) run group drivers will not have to go on a waitlist at this time. I highly recommend that you register AND PAY immediately if you want to attend this event (remember, registering and NOT paying does not reserve your spot for the event). If you have registered but not paid best get off the dime and pay up. If we have more registrants than we can let in decisions on who gets in will be based on the date the registration fee is paid.

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

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

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

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

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

Our events are open to current PCA, BMW and other recognized car club members. Take advantage of our new, lower fees for this event (\$25 less than last year for all run groups).

Registration for this event will be handled by NER through: www.clubregistration.net and full DE info is available at www.porschenet.com/activities/developer-education/

Students \$570

Signed off Drivers \$500

Instructors (before June 23) \$260

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com/events/ner-de-event-at-le-circuit-mont-tremblant/. Please make sure your email address is current in your clubregistration.net profile.

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

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

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THURSDAYS
5:00 PM–8:00 PM
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This happens every Thursday night of the summer but NER will focus on two nights: July 23rd (Special Porsche night) and August 20th.

Planes and cars, enough said.

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- Fun summer event for the greater Stow, MA area.
- Donations to benefit community service projects.

GPS address is 302 Boxboro Rd. Stow MA.

Check before going if the weather looks iffy by calling Nancy's at the Airfield at 978.897.3934

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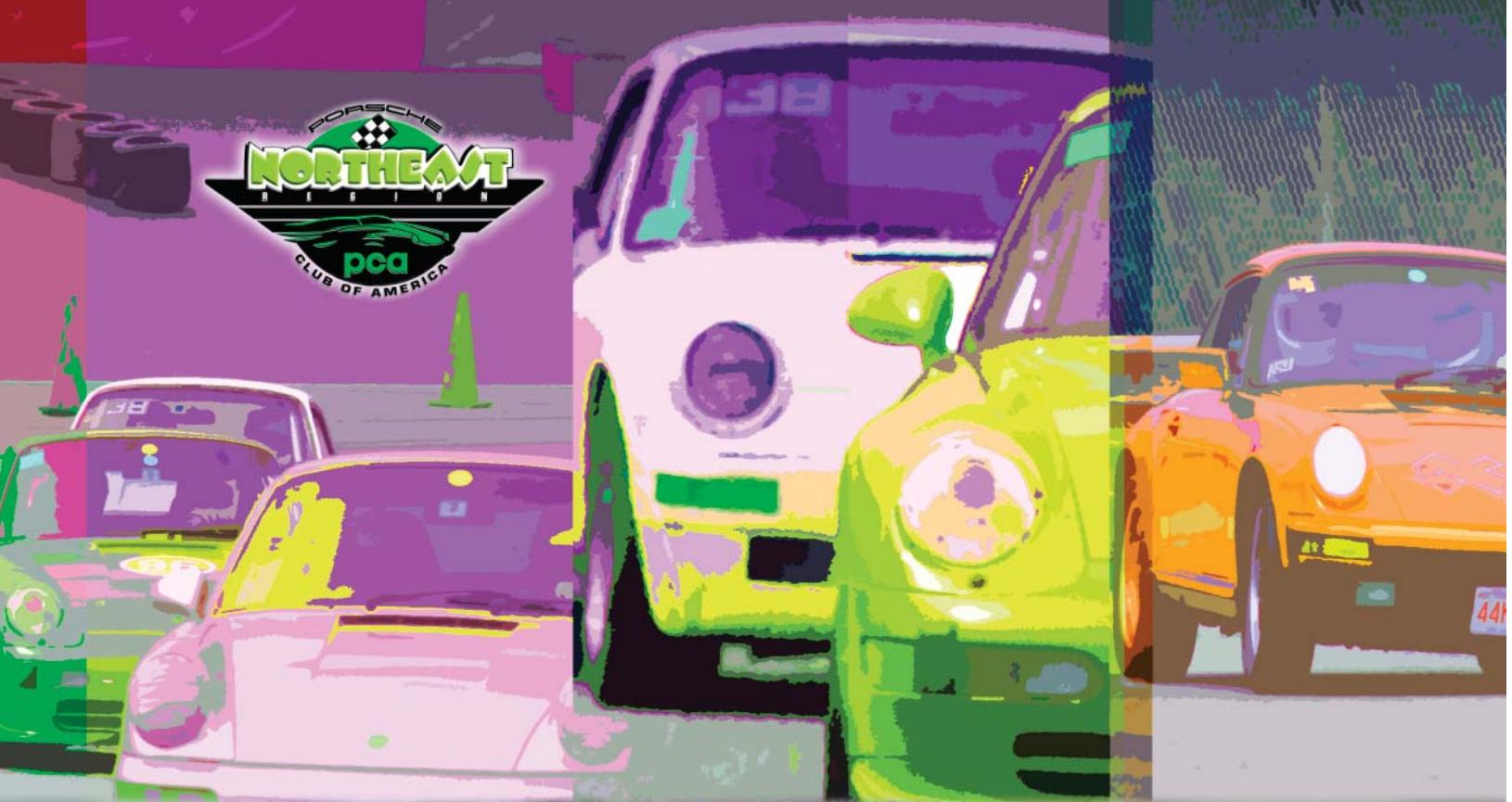
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Driver's Education

2015

Copy by Stan Corbit

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L E N T H U N D E R B O L T C A L A B O G I E M O S P O R
N T L I M E R O C K N H I S M O S P O R T W A T K I N
O S P O R T M O N T T R E M B L A N T T H U N D E R B O L
A B O G I E N H I S L I M E R O C K W A T K I N S G L E I

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

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

Note: This is NER's first DE event at Palmer. In order to ensure our instructors have sufficient time to learn the track, Friday will be for advanced drivers and instructors only (White, Black and Red run groups). Saturday and Sunday will be open to all drivers. Future NER DE events at Palmer are planned to be open to all drivers on all days.

Contact Information:

Northeast Region (NER)
www.porschenet.com

Registrar
 Mark Keefe - 508-529-6127

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

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

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

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

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

What is Drivers Education?

There are two ways to answer the question.

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

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

For this 2015 season we've lined up some great tracks and events; five different tracks as you'll see below, including a favorite in Canada, another new local track and weekends at NHMS, Thompson

and Palmer. Our annual three-day weekend in late August at WGI fell victim to their 2015 repaving project. I have been assured by track management at WGI that we will have our dates back in 2016. This year, for the first time, all NHMS events are being hosted by NCR and all Thompson events are being hosted by NER. This was done to better coordinate the DE schedules for both regions. NCR's first event of the season (co-run with NER) is a three-day weekend combining the annual Novice Day, full DE for signed off drivers, and Make-A-Wish. This event will run April 17-19th.

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

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

For more information go to;
www.porschenet.com

Volante Farm, Cars & Coffee

Saturday, July 25th

Second Cars & Coffee at Volante Farm in Needham – July 25th 8-10am

The first get together here drew 40 Porsches on a holiday weekend. Let's see if we can beat that number at this event.

As before, liquid refreshments and munches will be available inside along with all kinds of delicious fruits & vegetables that you would expect at a roadside farm stand.

We will hold the event rain or shine, and no need to RSVP just show up.

Questions please email, admin@PorscheNet.com



NER Autocross #3

Sunday August 1st

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A U T O B O D Y

As always, we are lucky to run at the Sebring of the Northeast, Moore Airfield, located on the former Fort Devens site. Like all our events, AX Number #3 will feature speeds ranging up to 65 MPH on a course over a mile long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of the 15 classes (re-organized for 2015 so check your class when you register please).

These events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport. And, if you are really not sure, try our "non-driving participant" program where for a \$20 donation to Angel Flight, NER's designated charity, you can go for multiple runs as a passenger.

Entrants will get as many as 12 individually timed runs and be eligible for awards. The top three drivers in each class will be presented with an embossed pub-style pint glass suitable for micro-brews and bench-race-bragging (beer not included).

Gates open at 7 and participants are encouraged to arrive no later than 7:30 to allow plenty of time for check-in and tech inspection before the driver's meeting at 8. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge.

You will be required to perform a work function (guaranteed to be almost as much fun as driving!) during the day as part of the event and you must stay the whole day – we could finish as late as 5pm.

The cost per event is \$50 for members or \$60 for non-members driving a Porsche. Sign up online at www.pcaner.motorsportreg.com. You must register by midnight July 29th.

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

General questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions to Fort Devens

From I495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines. Bear left up the hill to the airstrip.

Car Detailing at Unique Car Care



Saturday, August 15th

Some people know something but nobody knows everything!!! The great thing about learning is that it is never ending. So join us at 10:00AM Unique Car Care in Stoneham, (30 Pine St, Stoneham, MA 02180, (781) 389-3913) for our car detailing workshop. Just in time for Concours!

This workshop will be packed with proven techniques for creating a show car finish! Rick walks you through the detailing process, from the interior to the exterior and under the hood. He'll cover everything you need to know to maintain your own vehicle or the vehicles of clients. And focus on some specialties.

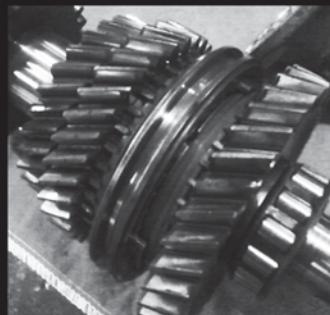
Unique Car Care is a small, yet thriving car care business located just north of Boston in Stoneham, MA. Our mission is to provide our clientele with a truly 'unique' service and offer the finest automotive services available. We specialize in some of the finest automobiles in the world and treat each vehicle with the utmost care and attention to ensure we exceed the expectations of even the most discriminating clients.

AutoWeek Magazine has chosen Unique Car Care as one of the "Top 9 U.S. Auto Detailers".

In addition, Unique Car Care has been recognized as one of the Top Car Detailers in the Nation by dupont REGISTRY.

Sign up at porschenet.com - Events Questions? Adrienne Ross Adrienne.Ross@porschenet.com

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Porsches and Polo

Sunday, August 16th



On Sunday, August 16th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. Watch as the two and four legged athletes compete for the Porsche Cup! We'll have exclusive field side parking assigned to NER members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going and break out the crystal and china to impress the judges and your friends. We also have our "Bachelor class" for those who eat on the run.

Some background for non-polo aficionados: Myopia Polo holds the distinction of being the oldest active polo club in America. One of five charter members of the United States Polo Association in 1891, except for two wartime hiatuses, club players have competed on summer Sundays on the original Gibney Field (named after what was Gibney Farm) since the first game in 1887.

Gibney Field was the scene of the first formal intercollegiate game, with Harvard playing Yale in 1907. It has hosted the U.S. Senior Championship, the equivalent of what is now the U.S. Open championship. Polo scenes from the 1967 movie classic 'The Thomas Crown Affair' with Steve McQueen were shot on the site.

The Porsche Cup is part of the Forbes Cup series which was initially regarded as the New England Championship of polo, played between Fairfield, CT and Myopia. Recently, the Forbes Cup tournament has been played at an 8 goal level, meaning that the handicaps of all players on each team can not exceed 8 goals. The Forbes Cup is one of Myopia's most prestigious tournaments, and professional players from across the United States and Argentina will be on Gibney Field to battle it out on August 11th for the Porsche Cup.

Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukka, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field. Admission can be paid at the gate and is \$10 per car. Plan to bring your own food and refreshments.

NER will have its own designated parking area for tailgating and socializing. New this year the good folks at Myopia have made a separate field available to us for support vehicles (i.e. non-Porsches). Gates open at 1:30 and Match Time is 3:00 PM. In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by going here...

<http://www.porschenet.com/events/porsches-and-polo/>

Myopia Polo fields are at: 435 Bay Road, South Hamilton, MA

Questions; Steve Ross at SLR944@AOL.COM

Visit to Collings Foundation

Saturday, August 22nd



THE COLLINGS FOUNDATION

www.collingsfoundation.org

Those who live in the metro-west area of Greater Boston, or who may have participated in one of the Club's Spring or Fall rallies are probably familiar with some of the great back roads in the area. What you may not know is the fact that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collection of vintage aircraft and automobiles in the country.

On Saturday, August 22nd the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 11:00 AM, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over sixty-six American-built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. Their website currently lists a 1993 Porsche RS America - Rolex 24 and Sebring 24 hour veteran. The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), PT-17 Stearman (1942), AT-6 Texan (1945), UC-78 Bobcat (1943), TBM Avenger (1945), FM-2 Wildcat, Fieseler Fi-156 Storch (1943), and a T-33 Shooting Star (1948).

If weather conditions are OK there is a good chance that plane rides in the Stearman will be available for an additional fee.

Our tour group will be capped at 80 people. The cost will be \$10 per person with the proceeds going to the Collings Foundation. Registration will open on July 1st at www.pcaner.Motorsportreg.com.

The address of the Museum is 137 Barton Rd. in Stow.

You can learn much more about the Collings Foundation, the museum in Stow, and the national Wings of Freedom tour schedule featuring their famous restored B-17, B-24, and P-51 aircraft by going to their website at www.collingsfoundation.org.

Questions? email Steve Ross at SLR944@AOL.COM

NER Summer BBQ



Sunday, August 23rd



If you are new to the club or just want to meet and mingle with fellow Porsche owners this is THE must-attend event of the Summer. Please join us for the NER Summer BBQ. The event will be held at Dani and Marcus's house in Lexington.

Where: 16 Meriam Street, Lexington MA 02420

When: August 23rd, 2015 1:00-4:00pm

What to bring: Drinks and Pot Luck/Meat for the BBQ

Register on www.Porschenet.com

We look forward to seeing you there—the pools open!

Chuck Gasorian's 88 911 red Turbo.



Forecasts indicated a sunny and warm morning as my wife and I headed to the Moose Café. Same as last month, we got there early and enjoyed pistachio muffins, a cappuccino for her and a coffee for me.

The first car into the lot, I believe, was Chuck Gasorian's red 1988 911 Turbo. I took a stern shot of his car showing his rims; the car is a real stand out.

Maybe it was because the morning coincided with the Volvo Ocean Race festivities at Newport's Fort Adams that restricted our total Porsches in attendance to just eighteen. If you missed the Volvo Ocean Race activities this year, you may have a second chance. Because of its success, the Volvo Ocean Race may very well return in three years (the next scheduled race). Rosemary



Mangine and Nau's Porsches.

and I went to Fort Adams on three separate days, including the day when we watched SCA enter the harbor and back up into its mooring.

Arriving together in dark blue beauties were Michael Mangini who upgraded from his 2014 911 Turbo to a 2015 Turbo S because he wanted the ceramic brakes that are standard with the S model, and his nephew Tim Nau (a first time attendee) driving a 2015 Cayman S.

Steve and Karen Cliff offered to give my wife Rosemary a ride in their red 2014 Cayman S. My 996 rides like a sled; Rosemary is reluctant to go for long trips because of the ride. So, to maybe coax her into thinking of an upgrade, Cliff offered a ride in his Cayman having the Porsche Active Suspension Management (PASM) option; merely flipping a switch offers a ride for street or track.

For those of us constrained from modifying our suspension, deflating the tires for a smoother ride is not an option. Recently I actually had a conversation with a Porsche owner who ran his tires well below the recommended specifications for that smoother ride. Running at lower pressure makes the tire unstable. Under inflated tires increase wall flex and the tire's rim seal can be broken causing further air loss. Plus, higher tire temperatures due to the increased flexing of the tire's side-walls can cause premature tire failure.

We had three new comers, Dan Perreira with his 78 black 930 Turbo, Jim Tooley, driving his red 06 Carrera 2 S, and Timothy Nau's 2015 dark blue Cayman S.

Our next SoBo Porsches and coffee is scheduled for June 14th, 10 AM –noon at the Moose Café. You can contact me for any SoBo related questions at: rr356c@aol.com



Dave Melchar's silver 05 911.

05/17/2015 10:



Rim bling on Chuck's Turbo.

05/17/2015 12:15



William Ciccone's red 2012 987.

05/17/2015 10:49

May SoBo!

Copy and Photos by Roger Slocum

South Shore Tour

Despite Mother Nature's efforts to discourage us, 45 intrepid PCA members enjoyed a rain-free jaunt on the highways and byways of the beautiful and historic South Shore on May 31st. The group included members from Rhode Island and New Hampshire as well as representation from many Massachusetts towns. A 914 was the oldest model attending, and we also had examples of the marque from the 1970's, 80's, 90's, and 2000's to go along with some nearly new Carreras, Boxsters, and Caymans.

Interestingly, we had several members attend for whom this was their first event with the Northeast Region. I suppose the prize goes to Brian Kramer of Weymouth who called to register on his third day as a member, and participated before his first week was complete!

Manuel Nguyen shared his thoughts about the event: "The 2015 South Shore Spring Tour was my first PCA event driving my 2009 C4S since I joined the club less than a year ago.



Copy and Photos by Dennis Friedman

After a couple of technical events, and some breakfasts at local Porsche dealers, I can say it is a very different experience. I thank you and the club for proposing such an opportunity which complements the catalog of events for those like me not yet fully ready to attend a track or autocross session. Not only the scenery and weather were beautiful, but meeting other passionate Porsche club members, and getting to know our cars and perspectives was very enjoyable. Cruising in pods of 6-7 Porsches around curves and small hills, and then seeing the faces of people when passing small towns was a lot of fun and a first for me. Being part of the club brings more to just owning and driving around a Porsche. It's meeting other people with similar passion and interests, it is discovering tips and tricks, and sharing buying and maintenance experiences. It's cool driving around a new area you would not go by yourself, not to mention a confirmation that my C4S handles very well in the very heavy

rain on my way back to Boston."

We met at the temporary showroom of Porsche of Norwell where John Ziedins and crew went above and beyond to serve up a Sunday brunch buffet to fortify us for our journey. Early birds began arriving at 9:00 a.m. and the first cars were off shortly after 10:00 a.m. After people signed in and received their directions for the Tour, there was plenty of time to explore the enticing assortment of Porsches in the showroom and the parking lot. I was particularly intrigued by the new 911 Targa in the lot, but John was not as intrigued by my offer of an even swap for my 2006 Cayman S!

(Dealer pictures)

As the participants turned the corner onto Pond Street, the soon-to-be-completed Porsche and Audi showrooms came immediately into view. The plan is for a late July or early August Grand Re-Opening, so watch for the announcement in the Nor'Easter. Speaking of exciting happenings, the Porsche World Road Show is coming to Gillette Stadium on July 10-12, and there was also talk of possibly organizing a trip to the new Porsche Experience Center in Atlanta.

Next on our itinerary was historic and architecturally interesting Hingham. The route made its way along Main Street, thru Cold Corner, Hingham Square, Crow Point, and then along the harbor to the Rt. 3A rotary.

(1-Hingham start)

After a short time in Cohasset, the group made its way back into Norwell, crossing Rt. 123 near Norwell High School,

(2-Arrive Norwell)

and then after some delightful twisty's, you can see the lineup getting back





Hingham Start



Arrive Norwell



Porsches on Tour

onto Rt. 123 farther east in the center of Norwell.

(3-Porsches on Tour)

(4-Porsches on Tour2)

Crossing back over Rt. 3A into Marshfield, my lovely wife (and ever so helpful assistant) Carol can be seen in our Cayman S as a 981 Boxster rolls by.

(5-Goals+)

After visiting Humarock, Brant Rock, and Duxbury beaches, the Tour encountered a little traffic which thankfully soon cleared. It was at this point that a 964 Carrera 4 pulled over to chat with us as we monitored the progress of the Tour. Turns out he saw the line of Porsches driving by his home in Cohasset, called out to his wife that he was going for a ride, had his young son climb aboard, and joined the parade!

(6-Tour in traffic)

(7-Traffic cleared)

After a brief sojourn along the waterfront and through the village of Duxbury, you can see cars passing the dog sculpture at the Duxbury Animal Hospital, which provided the final answer to our tour questions. First by the sculpture are a couple of Boxster generations, followed by a 1983 911 Cabriolet.

(8-Dog sculpture)

(9-Dog sculpture 2)

Now it was off to Scituate for lunch, and after about 70 miles on the road, the harbor provided an idyllic seaside end to our journey at the Mill Wharf Restaurant for lunch.

(10-Scituate Harbor)

(11-Mill Wharf Rest)

(12-Enjoying lunch)

But we had one more order of business before bringing the event to a close. That was checking to determine how many of the participants recorded the correct answers to all 10 of the questions posed on the directions sheet. As it turned out, there were 11 teams that qualified, and the 3 lucky winners of "goodie bags" provided by Porsche of Norwell were:

(13-Tour Winners)

Left – Jim (and Cheryl) Baer

Center – Becky (and George) Flessas

Right – Bill (and Sue) Finnegan

After animated conversations around the lunch tables, several people asked if there would be an encore next Spring. Judging by the interest and enjoyment displayed, I believe there's an excellent chance that there will be a follow-up to this inaugural event.

Scituate Harbor



Goals +
Tour in Traffic



Mill Wharf Rest



Dog Sculpture



Dog Sculpture



Enjoying Lunch



Our Winners
Left – Jim (and Cheryl) B.
Center – Becky (and George) Flessas
Right – Bill (and Sue) Finnegan



And they're off!



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Auto Cross #1 Report

Off to a good start: the weather was almost perfect, we had almost 80 cars, the new timing equipment almost worked great and almost everyone had a wonderful time. But let's not talk about the porta-potties! (At least Devens refunded our money for those.)

The course seemed pretty fast but no one broke under 70 seconds so the baseline for the times shown below was Scruffy's FTD of 70.2. We saw quite a few new faces but, equally important to us petrol-heads, we saw quite a few new cars. For example, Ollie Lucier upgraded from an old Beater Boxster (we wonder what poor sucker got that trade-in?) to a 2010 Boxster S and rearranged the pecking order in 6S, winning the Class by 2

seconds with a 74.8. Jeremy Mazzariello showed up in a Cayman R on race tires, easily won Class 10R and was the fourth fastest car of the day at 72.8 seconds.

The big news is that there were two 2015 GT3's. Walter Lunsmann (72.7) beat Alan Davis by 9 tenths and that will be an interesting battle as the season develops. (This reporter notes that he rode with Alan and can only say "Oh My God" – it has an insane rev limit and the shifting is unbelievable). And, speaking of new cars, two of our regular Autocrossers have GT4's on order (and I believe there are 3 other NER members who have ordered one).

Switching from brand new to having a 45th birthday, Mark Skala took second

fastest time of the day (71.9) in his 914-6. His run is posted on our Facebook page (click through from Porschenet.com then Activities then Autocross then Facebook) so you can watch and learn. Also lots of pictures there.

I heard no complaints about the new Class structure and it spread out the cars very well. We had at least 4 but no more than 9 in any class with the exception of Class 4R (buy some R compounds for your old Boxster or 944 and you'll get at least a second place!) and Class 12 (maybe I'll bring the 356 since I'm now SOL in Class 6S since Ollie hopped in).

Finally, huge apologies to Kenny Conway and Conway Autoworks who sponsored the AX school but weren't mentioned



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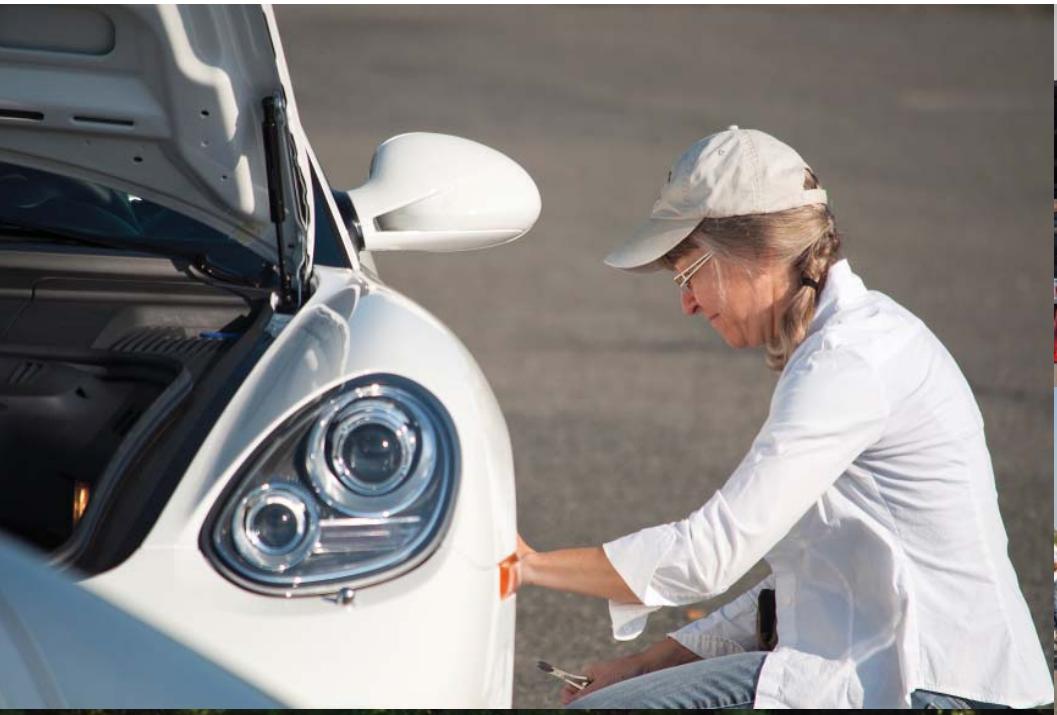


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My First Ride on the Palmer Roller Coaster



Copy by John Fortier, Photos by Dan Mahoney

You usually hear from a green group student about how she or he finished a Driver Ed event and had a ball after realizing that NO they weren't going to do something catastrophic to their new car, except smile all the next week about how much fun they had... with their closes on (this included long sleeve shirts, long pants and NO open toed shoes).

Well this review isn't from a green group driver, but from the end of the color palette, a grizzled old Black group drive with a few DE events under his belt.

First off let me set the picture, I drive an older 964 which sometimes runs out of breath chasing it's younger sibling around the track, but lacks nothing in the fun level it gives her driver. Secondly it likes a challenge and the road course at Palmer Motor Sports track is a challenge (think Calabogie).

The Palmer Road course was literally blasted into existence from the side of a small mountain, and makes for a visual "wow how did they do that", and a physical "what a ride"

I'll try to describe the course as best I can, Turn 1 is an uphill left turn with a blind apex and leads to a very short straight best taken by letting the car drift a little right. Turn 2 is a down hill left which is a bit off camber and needs to be paid respect. Turn 3 is another left , but can be taken at speed as you begin the assent like the first hill of any roller coaster. Turn 4 is a right hander (finally giving that poor right hand front tire a break (more on this later) which only servers to present more of the same climb of the top of Whiskey Hill. A short straight leads to anther left hander and an even steeper climb to the top of the hill. Here if it were allowed is a beautiful view looking towards Springfield and in the fall could be a major tourist photo op location if one wasn't driving at speed. (Note: a track walk to this spot is a good reward as is the fact that the walk is a great way to learn this track and is highly recommend for any color wrist band including purple).

OK so we made it to the top of the roller coaster and now the real fun begins, the decent back into the earth's atmosphere.

As you crest the top of the hill be on

the lookout for the apex, because it is hidden until the car levels out and you see it to driver's left. Finding it leads to a downhill right followed VERY closely by a decreasing radius left hand sweeper (more work for that poor right hand tire), the correct path of which is still under discussion and in committee by all run group members (much like congress, but I digress). This turn, Turn 7 has been named the "I hate the tire wall" turn my by better half as she had a total mental block while trying to navigate this turn. The turn has a small tire barrier on the inside of the turn to protect car that doesn't quite make the turn correctly. Her driving instructor and I discussed a different approach with her in our car and this is now called the "I can get that da*n" turn. Following this is a up hill better described as a rising short straight followed by a left hander Turn 8 (remember that poor right hand tire) which I feel is very similar to turn 10 at WGI in how it can be taken with a breath on the brakes (FOR ADVANCED RUN GROUPS ONLY...LISTEN AND OBEY YOUR INSTRUCTORS). Another short straight leads to the bowl turn, Turn 9 which has a very busy job, as it is a black flag station, a checker flag station and a banked in the beginning and a no camber ending right hander. Now we are on another straight which leads to the "esses", Turn 10 is a right followed by a left Turn 11 and into hard decreasing radius left Turn 12 where you look directly into the eyes of the flagger in front of you (please have mercy on that right hand tire and treat it to some quality air at next inflation time). Remember from the time you found that mysteriously hidden apex in Turn 5 you have been descending from the clouds through these turns, and the ride isn't over yet by any means. After "seeing eye to eye" with the Turn 12 corner worker and almost doubling back on your path as you leave Turn 12 , you enter a short uphill right turn Turn 13 (another hidden apex) followed by a somewhat steep downhill left Turn 14 (see, be nice to that right tire, as it's done all the dirty work to get your butt around the track). This completes the decent from the mount and gives us a chance to stretch the legs of our beloved cars as we tear done the front straight which in reality is a front arc leading back to Turn 1 and another circuit on the roller coaster.

Cont. Pg. 45



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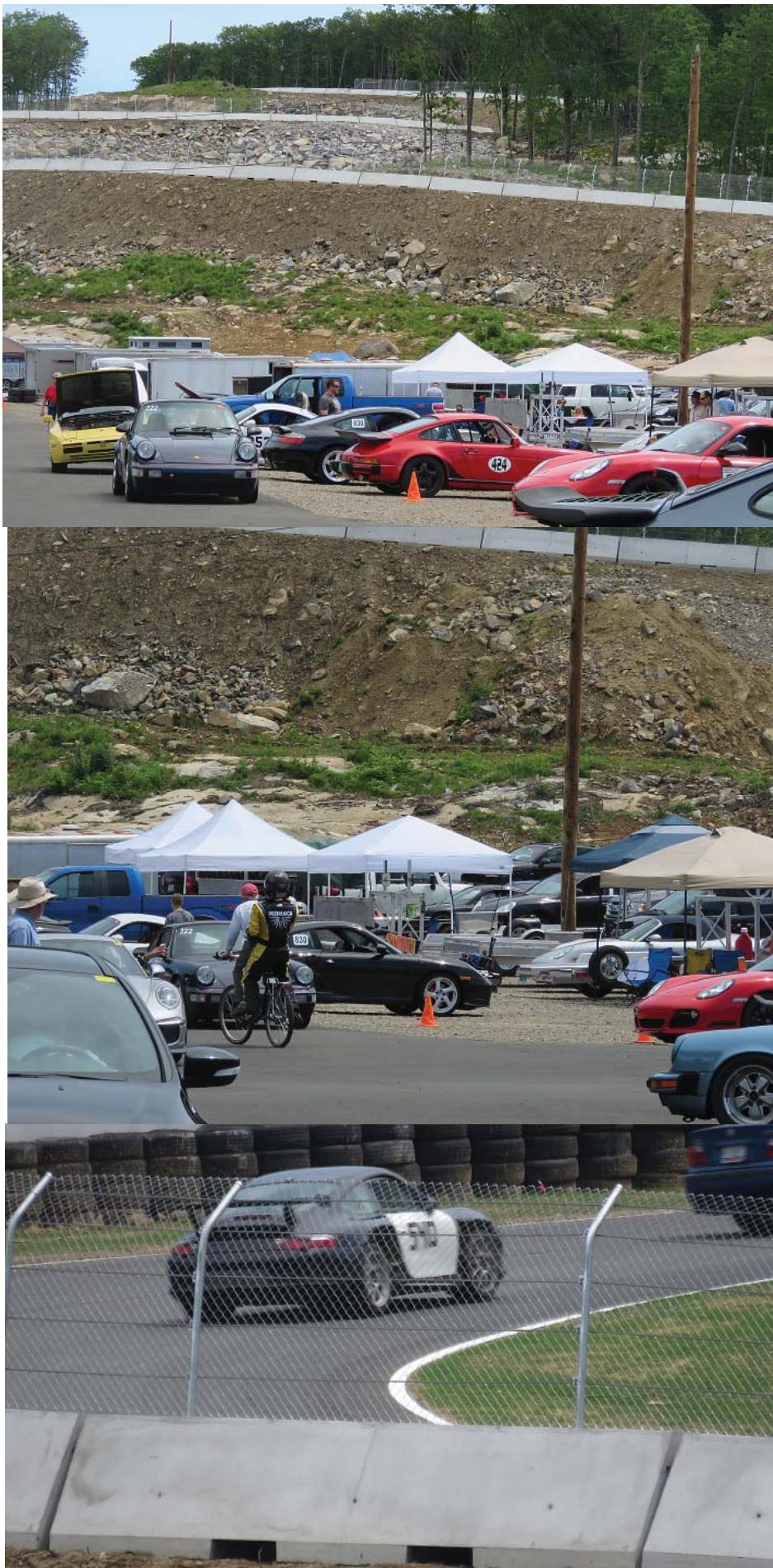
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All of the drivers I talked with agreed that the track is a challenge and takes a good amount of time to learn where you are (again think Calabogie) and to find those hidden apexes, but as in the "Where's Waldo" puzzle, the fun is in finding the prize, and that this is a prize to be had. Give it a try, you'll like it.



That gave the crew lots to do Friday night as there were lots of spares for the 405 including another engine and a wiring harness.

The other cars soldiered on and even the 928 was looking good with much less brake wear and better fuel mileage than expected. At the end of the day half of the team went into town for Mexican food and the other half tore into the wounded race car. Returning with lots of carry out food found the stricken engine out and it's replacement almost ready to go in place. The wiring harness had been spread out on the floor and made the stall next to us look like a snake pit at the Zoo.

In spite of our best efforts, attempts to start the installed engine at midnight were met with more smoke escaping from the wires that had been replaced and the decision was made to pack it in and concentrate on the three remaining cars. My plan was not looking good.

All began well the next day as one Peugeot and two Porsches took the green flag and went off to play. That didn't last long however.

The 928 came in first, down on power and a death rattle coming from the engine. After pulling a couple of spark plugs it was discovered that one piston was not moving. That's not good. To prevent further damage the car was retired, at least that's what they say at the big race at LeMans in France. With no spares in hand it was parked.

A short time later the 944 came in with a pegged temperature gauge and really bad sounds coming from the front of the car. Seems that the coolant had escaped and the engine had overheated. We were down to the last Peugeot, French Toast. I was looking smarter.

The driver stints were shortened so that everyone could get some seat time and the day was completed with no addi-

tional drama. Watkins Glen is such a terrific course that everyone had a smile on their face at the end of the day in spite of the loss of three of the cars. Other teams suffered with similar attrition as the garages began to fill with dead entrants.

Sunday morning was another perfect day weather wise as the last car of the team was driven to the starting grid. Rob had a flight out of Rochester, NY at 6 pm and we were going to have to leave midafternoon before the last race was over so we took the first two stints. I started as 80 cars in single file saw every corner go green at the same time. Very exciting. My job was to preserve the car for the remaining drivers that would follow but keep on pace. That called for a lot of mirror watching as the little sedan was actually faster in the turns and would stick to the pavement better than most but was slower coming out of the turns where horsepower mattered. There were a few cars that were limping and that could be passed easily. It was always a surprise when I came up on a car that I couldn't keep up with before to find that suddenly I was faster and got by with little fuss. Either a driver change or a mechanical issue gave me an advantage. I chose to believe that it was a different driver, someone who wasn't as fast as I was.

After an hour, I passed the car to Rob who went out to play. He had developed a real affection for the Peugeot and the way it handled the track and was the fastest driver we had. At least in a French car. I had snagged a few Peugeot shirts off the internet and passed them out to guys assigned to drive the 405's, including Rob. At the end of the day he said, "who would've thought I'd ever own a Peugeot shirt let alone want to wear one?". They were great cars to drive but the end was near.

The third driver of the day took over as we said our goodbyes and rolled north to the airport. It wasn't until the next day the we found out that French Toast was in fact, Ultimate Toast, and not long after we had departed.

About four laps into the third driving stint the car got sideways in Turn 8

and when sliding over the rumble strips at a ninety degree angle it broke the bead off the left rear tire causing the tire to go flat in a hurry. The next two turns are right handed so it felt alright as he got back up to speed, but the right hand turn that goes out onto the Pit Straight really requires both tires on the left side of the car to maintain their grip. With no air in the left rear tire the car was never going to make a right turn, not at speed. At almost 70 mph there was no time to loop it, it just went into the wall backwards. The driver was fine, race seats, seatbelts, helmets and Hans devices really work good, but the car was about two feet shorter than it was at the beginning of the day. The team was out of cars and their race was over. We were 0 for 4.



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Four Speeds and Drum Brakes -

continued from page 46

The entire point of these kind of cheap car racing series is that when you roll a car in a ball or it blows up it's not the end of the world. I'm sure that none of the team will have the value of their estates effected by the weekend but it sure is a shame to lose all four cars. Just think about unloading all the broken cars when you get home, that's tough.

There is no doubt in my mind that the team will return to the track in some form, it's just way too much fun to miss, the question is, in what car or cars? More than a couple of drivers really enjoyed the power and handling of the Porsches. The comment most often heard was what fun it was to actually pass other cars. Maybe, in spite of the troubles, the cars will convert the team from French to German. We'll see, until then, KTF.

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ASHLAND MA
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TRISTAN TAYLOR
SOUTH BOSTON MA
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DENNISPORT MA
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