



# THE NOR'EASTER

15 JUNE 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





**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.



508-651-1316



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

165 West Central St. Natick, MA

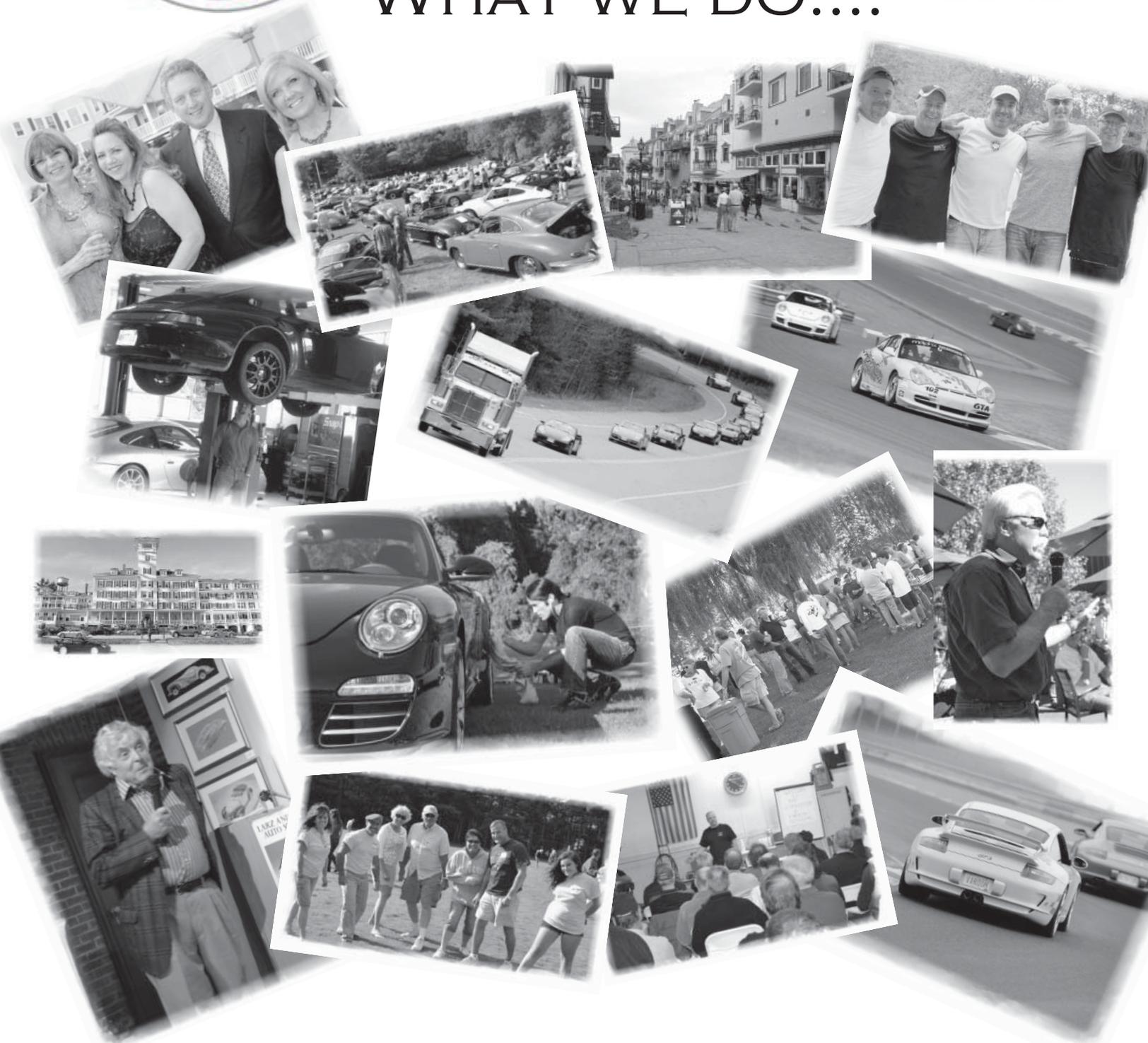
[epe.com](http://epe.com)

# WHO WE ARE....

# PORSCHE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 43  
ISSUE NO. 6

JUNE 2015 JUNE 2015

## FEATURES

16 2nd Annual Le Mans Watching Party

19 NER at Palmer Motorsports Park

20 NER DRIVERS EDUCATION SEASON 2015

22 German Car Day

23 60TH PORSCHE PARADE

24 NER Auto Cross (AX) #2

25 NER AT MONT TREMBLANT

26 UNIQUE CAR CARE WORKSHOP

27 Visit to Collings Foundation

28 PORSCHE AND POLO

29 NER SUMMER BBQ

30 The Lessons of Peter Krause

32 2015 Ramble

36 2015 AUTO CROSS SCHOOL

42 Welcome to Porsche Season

44 And Finally: Denise Mc Cluggage Remembered



32



36



42

## DEPARTMENTS                      COLUMNS                      COVER

- 10 Anniversaries
- 16 Calendar
- 49 Marketplace
- 50 New Members
- 50 Board of Directors and Committee Chairs

- 6 On the Edge
- 7 Up to Speed
- 8 Oil and Water
- 9 Four Speeds & Drum Brakes
- 10 Minutes Of The Board
- 11 Turning Money into Noise
- 13 Around the Cones
- 14 Don't Lift
- 15 Sign Me Up



Cover Photo  
Courtesy of  
Richard Viard

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](http://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 Matriculation



Adrienne Ross

**M**y daughter came home last Friday afternoon, put down her book bag, and promptly announced that this had been her last Friday of high school.

Once I picked my jaw up off the ground, successfully held back a few sentimental tears, and pierced through the veil of denial, I actually tried to process what that meant. Of course I'm proud of her. She's off to college in the fall to study her passion, and I have spent a year preparing myself for her to, mostly, leave the nest. We've

### ***So here it is, my "Lessons to my Daughter" and open letter to my girl on her graduation.***

toured the college, gone to an orientation, picked out a dorm, and paid the first bill. But in a few weeks she actually graduates, and I can't help thinking about all of those speeches and advice she's going to get.

A long time ago, when we started to think about her learning to drive, she asked "Mom, you're going to teach me right?"

"Uhhhh, I don't think I'm the right one to do that honey." I responded. Mostly because I know my own temper limits, and all I could see in my head was my screaming at her to "STOP, STOP, STOP" or correcting her to be inch accurate.

"But Mom, you're the best person to do it. Who else knows more about driving?"

I shuffled through the options in my head of people I would a) trust to teach my child, or b) knew more than I did about cars and driving. Damn!

"OK kid, I'll teach you."

It did go better than I thought it would. It was halting at first, in the parking lots around town, then on the small streets. I found myself correcting her about the apex, and getting her to use the "whole" street. "We paid for the whole thing honey, use it."

I didn't shout – until she almost hit a tree. I didn't panic, and I didn't panic her. I used all of my track training, hearing my instructors in my head, and their calm manner. After all, I'd only actually been hit by one instructor...

Of course, it's also graduation time in Boston. All the big wigs come and impress us with their life lessons. I've been to a lot of them, including my own. Go fourth and prosper, you can do anything, you can be anything you want to be. Yup – all true – but how?

If I were to be a graduation speaker, what would I tell my daughter and her generation? How could I give her some practical advice for steering her life in the right direction? Oh... right. The same way I taught her to drive.

So here it is, my "Lessons to my Daughter" and open letter to my girl on her graduation.

Well my darling, you've made it to 18, and it's time to head off to college. I've spent the last 5 years learning some important things about life on a racetrack, and maybe they can help you along your chosen path.

1) Girls make the best students.

That was the first thing any instructor ever said to me. It's not sexist, it's a collective experience. We take instruction better, are less afraid to ask questions, and are more willing to try, even if we look silly. So look silly once in a while. Try everything. Find out what it is you love, and keep trying. That is how you succeed.

2) Find new instructors.

There's never going to be one person in your life that knows everything. Everyone does it a little differently, even if it's by inches. You cannot be the mirror image of any one person. It will be much more interesting to be a collective of all of those things you learn, making them distinctly your own. Take what works for you and discard the rest. Your life is individual, personal, unique, and your own.

Don't do it any other one person's way.

3) Not every instructor is right for you.

Not every person who comes into your life to teach you is best for you. If something doesn't seem right, it's probably not. If someone you know cares about you tells you something is wrong, it probably is. Some people will care deeply about you, and offering you the best advice and instruction. Some won't, take the lesson of having found a bad advisor, and move on.

4) Drive your line.

There are lots of other students on the track. They're out there learning just like you. But your tendency, when you're behind someone is to follow their line. Take a deep breath, and focus on your own line. That's the one you are trying to perfect.

That doesn't mean you can't go out, and chase someone around a track for a few laps or a session – trying out their line with purpose, but don't fall into the trap of doing so automatically.

5) Keep your eyes up

All of life comes at you in a much more predictable manner when you're eyes are way up, around the curves, down the track, taking it all in. When you think about where you're going to brake, how you will turn in, how

*continued on page 49*

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

**W**e 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

*Jamaican Bacon - 7th Place Finish at NJMS*



*Kristin Larson*

**D**ue to unfortunate circumstances, one of the four JB drivers could not drive at the Lemons Race at New Jersey Motorsports this spring. I was called in as the 4th driver along with Dennis Mascetta, Bill Seymour and Dave Berman. Nick – you were missed and the team is looking forward to seeing you back in the driver's seat soon.

It all started with a 7 hour drive to NJ in a car with Dennis, Bill and Dave. I was initially thinking this in itself could be a story but it ended being a relatively uneventful trip. We were able to drop off the car Thurs-

***I remember Dave pulling out a blade of grass and reminding me to take it easy before I drove too quickly.***

day night and then off to the hotel to get dinner and a good night sleep. We thought an easy walk to Bennigan's for dinner would be a good idea; we were wrong and should have gotten into the car and gone somewhere else.

Friday was considered Practice Day which was helpful as I had never driven this track before and the guys had not been here in a year. Everyone was excited to see what more the new engine could give the team on the track. I was the first to go out and much to the surprise to the team, I was back after one lap. I had misjudged the decreasing radius turn and used some of the grass to extend the track to get around the turn. While there is no black flag report on a day like this, I thought it was in the best interest to get the car looked over quickly. I remember Dave pulling out a blade of grass and reminding me to take it easy before I drove too quickly. The rest of Friday went well as I learned the track and everyone else got reacquainted.

Friday was also check-in for the race and tech for the car. We ended up with 1 BS point which meant we would start the race at one lap down. The car was all set, we knew the track so time to get Dennis

and Bill their martini with dinner. We established a task schedule for the day; working around so Bill and I did not have to pick up the 5 gallons of fuel to quickly get into the car. Dinner was much better and sleep come easily at night.

Saturday brought the excitement of the day as Dave started as the first driver for our team. Jamaican Bacon was expected to be on track for a 7.5 hour day. The initial plan was the guys would each do 2 hour stints and myself 1.5 hours. Since we started down one lap, we started the race in something like 90th place.

Dave was able to get through the pack and pick up a lot of places. I was next to drive and admittedly a bit nervous and a little uncertain to how much traffic would be out there. I had a blast! My initial goal was to maintain our position. The first few

laps were just maintaining and getting accustomed to the traffic. Once I got that down, it was starting to pass cars whenever, wherever you can. There were no point-byes, passing at the apex is OK and our Miata was great at out-braking the competition into the turns. The track surface had a lot of grip, the sun was shining and the car felt great. Since I was having a blast, I stayed out longer to help manage our fueling situation. I believe I came in gaining a few more positions. Bill was next in the car and he did great and got more positions. Dennis was the last to drive and we were now in the Top 10. Dennis was moving along until he questioned his ability to have enough fuel to get through the day. Bill and Dave scrambled to get some fuel and went to the pits in hopes of not needing it. Unfortunately, Dennis called in stating the car was sputtering and we still have 10-15 minutes to go. One of the Lemons race rules is no one can be in the car while fueling. So Dennis

had to get out of the car, put fuel in, get him back into the car and finally he was off again. We ended Day 1 in 7th place.

Sunday brought Day 2 of racing with another 7 hours on track. After a quick brake pad change, Dennis got into the car. The Top 10 got to start the second day out front and I was quite humored by looking at the Miata in comparison to the other Top 10 cars. We looked about half the size. We lost a position early but gained it back later in the day. After Dennis drove, I was next up with Dave driving after me. As our final driver, Bill got into the car with us again in 7th place. We were 1-2 laps behind the next place team and ahead of the next team by 3 laps. As much as Bill wanted to go all-out, I reminded him periodically that 7th place was ours as long as he didn't do anything stupid. He keep everything in check and we passed the checkered flag in 7th place.

Congrats to the Jamaican Bacon team! Great driving to Dennis, Bill, Dave and myself. Even more so, congrats to Dennis, Bill, Dave and Nick to putting in a new engine and other maintenance over the winter to have JB run the full 14.5 hours over the weekend without needing to come into the pits once!!

MIKE NOONAN

(781) 324-9831

**MIKE'S**  
AUTOBODY  
OF MALDEN  
EST. 1987

251 BROADWAY, MALDEN

EUROPEAN & IMPORT SPECIALISTS  
PREFERRED INSURANCE REPAIR FACILITY

# Oil and Water

## Old and New



Mike Kerouac

As I approach my 54th birthday, both Miss Money Pit ('59 Speedster) and JoJo ('57 Sunroof Coupe) are finally finished. The work on MMP started after my 52nd Birthday and the work on JoJo started just after my 53rd birthday. So it's been a fairly long road to get both of them on the road.

I do have to say that it was worth the wait. After countless hours restoring MMP's body and then layering on coat after coat of deep black, it looked like she was under glass. Combine the red leather interior with the new black paint and the restored

***It's not often that I get excited about driving a vehicle that has all wheel drive and sits higher off the ground than a 57 Chevy.***

bright work that sparkles like jewelry; she looks like she's ready for a formal gala. Her current look is a big departure from the end of her racing career. When I bought her she was silver and battered with a 912 racing engine and extractor exhaust. Now she purrs with a 1600cc Harry Pellow engine and a sport exhaust; a much better fit. Miss Money Penny is built for short weekend hops. Sunny blue skies and tops down required to bring her out for the day or evening.

JoJo is a bit different. The silver paint that was there when I bought her is long gone. She has been restored to her original Aquamarine Blue with red interior. It's a distinctive if not striking combination. She has rally gauges and a very rich history. The car was purchased by the owner of a Porsche dealership, then a Porsche factory works driver and finally by a US Diplomat serving in Europe. JoJo travelled from France to Germany where she attended a reception at one of the Porsche family home in Austria. She even has a badge on her dash to commemorate the occasion.

JoJo is tough and determined. She's dressed to drive cross country and back again. She provides a great contrast to the topless look of the Speedster. Together they may be the perfect pair. Look for a photo shoot in an upcoming issue.

Now let's switch gears. It's not often that I get excited about driving a vehicle that has all wheel drive and sits higher off the ground than a 57 Chevy. But today I had the privilege of driving my wife Ann's Macan. She originally test drove the car with me as a passenger. I didn't test drive it; I wanted the decision to be hers alone. She ordered it in blue with black interior and a sport exhaust. After an eight week wait the Macan arrived at the dealership. Ann had a great time driving the car home and she commented on how great it was after every drive. Following a short stay in our garage the Macan was dropped off at the detailer for a full detail, window tint and clear film install. My wife immediately missed the car as she reluctantly drove my Jeep Cherokee as a substitute.

Today the car was ready and I was tasked with picking it up. With all the Porsche's I've owned, I didn't have any particularly high expectations. But as soon as I pulled onto the highway, I knew I was driving a special Porsche. The power delivery from the twin turbo six was very smooth and the handling pure Porsche. The PDK performed flawlessly and the leather interior still very much smells factory fresh. If I could have closed my eyes it would have been easy to think I was behind the wheel of a 911. Accelerating as well as changing lanes was effortless. The Macan was built for the Autobahn. US highway speeds don't even make the Macan break a sweat. Triple digit speeds are in her DNA and US speed limits are naggingly holding her back. It is hard to believe I am describing an SUV (or CUV as this class of vehicle is

officially called) but it is a Porsche, so conventional rules don't apply.

I previously owned a Cayenne GTS that was a very competent SUV trying to be a sports car. The Macan S is a very competent sports car trying to be an SUV. Porsche knocked the cover off the ball on this one. The Macan has looks, performance and utility; an absolutely perfect combination for a daily ride. The dash is all digital and modern. The Nav as well as other functions, can be brought up on the right instrument pod like the Panomara. The touchscreen, full size, NAV is fast and efficient. The trunk space can hold about a dozen cases of wine and that is with the rear seat backs still up. The 12 way adjustable seats are firm but comfortable and the back seat area is spacious. The seats are also cooled as well as heated. Add in heated steering wheel and a plethora of traction enhancing technology (PDCC, PASM) and the Macan is an all season sports car; equally comfortable in dry, the snow or the wet. Well done Porsche, well done.

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

# Four Speeds & Drum Brakes

*What's Old is New Again, and They're Still Talking*



Tom Tate

Like most folks that have had to deal with the worst winter in memory, I'm stunned at how quickly the huge piles of snow have disappeared. Suddenly the mounds I couldn't see over at the end of the driveway are gone. It's like a miracle. Turning around twice the trees are all budding, people are complaining about pollen and the cars in the garage are screaming for their batteries.

The following paragraphs will be dealing with all sorts of 6 and 12 volt systems so if your electrical interest ends at the smoke in the wires story, you may want to continue on to another column in this issue, I won't be offended. There is a twist at

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

the end so feel free to skip to the last two paragraphs.

The old Tubs built before 1966 were almost all 6v cars. There was a Factory option of 12 v but few took it because most believed that 6v worked just fine and 12v was just a passing fad. Besides, there was no reason to believe that the increased voltage was anything other than another way for the Dealer to increase the price of the cars. We were smarter than that.

With no electronics of any kind in these old cars leaving the batteries in place is not a problem. Those with clocks will eventually exhaust the battery in a car that isn't driven so a trickle charger is hooked up to them, the rest just sit and wait.

The Speedster is still 6v and can sit quietly all winter with no problem. The only problem is gas delivery for that first start but I installed a pump this winter that should help with that issue, to be covered in another column. The Volvo and the '57 sunroof coupe are both 12v, so a night on

the charger brings them back to life.

There are a couple of cars in the garage that are more modern ( they're only 30 years old) and those had the batteries pulled out and put on the shelf. Big Red, the BMW M6, has a lot of stuff going on with clocks and computers so it's unplugged. The other, a '72 911, has been out of service for a while and is supposed to have two small 12v batteries up front but when I ran that car a few years back I just used a single Optima that was turned on its side to fit. I wasn't happy with that solution because it put what seemed like a 60 lb battery on the same side of the car as the driver and the whole idea of splitting them up was to distribute the weight more evenly. The problem was that the batteries are an odd size that are not available at FLAPS (foreign local auto parts supplier) and when found on line the lowest price is \$200 plus shipping. Each.

I had decided that the 911 was coming out this summer after a 4 year rest because I had collected a few things that I wanted to add to it this year, so I needed to come up with an answer to that problem. Last Fall I had an early 911 come through the garage with the wrong seats in it, but they were correct for the '72. They were original Factory Sport Seats, and while they needed to be recovered, that meant that I could do them over with the hounds tooth cloth that would look great in that car. A set of stock seats were found and out the door it went leaving a very valuable set of seats behind.

I have always liked the look of the Factory ducktail on the rear of the early 911's and last year I got one at the Hershey Swap Meet and had it refinished to match the white 911. Truth be told, I called around for a year until I found one that a friend had and then had him bring it to PA. That way I could take it home and say I found it at Hershey.

The expired race tires had been re-

placed last year so that 911 was getting real close to the door. All it needed was gas and batteries. The faithful reader will recall that the gas had been drained from the tank some years ago after the 911 began to dribble on the 914 parked below it. That was because the 914 was replacing the 911 as the Autocross car for the season and that decision apparently didn't sit well with the 911. I needed to drain the tank to replace the leaking hose so I just left the tank empty, saving money on Sta-Bil .

I had picked up a new Optima 12v battery at Hershey last month intending to use it, but two things happened to change my mind. The first thing was that when I finally put the battery in place I was reminded how heavy it was, and how it didn't really fit. I had to lay it on its side to fit in the small compartment. That was OK because it was a sealed unit and there was nothing to spill. The second thing was that the battery died in the John Deere tractor last fall. I had to jump it the last few times it was needed but I couldn't see the logic of buying a battery to just let it sit in the tractor all winter. Once the grass began to turn green I was off to Wally's World to get a replacement and discovered that they were only \$20. I had it on the workbench waiting to be installed and as I walked by it looked a lot like the small batteries that went into the 911 at ten times the price (plus shipping). I went and got one of the old ones that I had kept (never throw anything away) and put them side to side. It was almost a match, who knew?



*continued on page 46*

# Minutes of the Board

## May Meeting



Marcus Collins

The May board of directors meeting was held on May 13th, it was hosted by Michael Orsini. The meeting started at 7:30pm.

Present were:

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

Absent:

Bob Cohen (Treasurer)

Steve gave our membership report indicating we now have:

Primary members 1,609

Affiliate members 968

Total members 2,577

Transfers in: 8

Transfers out: 3

New members: 22

Financials: Robert Cohen had sent out the financials prior to the meeting. Adrienne proposed a motion to access the finances, Laurie seconded and the board approved.

Mike Orsini reported on club driving activities. The instructor/board/track committee name badges have been ordered. Mike will be leaving the board as he takes a new job in California - Mike will be missed.

Stan reported on DE. The first DE was a great success at Thompson. Almost all the novice drivers did get to drive as some instructors doubled-up. Stan handed out the new track committee reimbursement guidelines, Steve made a motion to accept the reimbursement, Adrienne seconded and the board approved. EPE will be sponsoring the upcoming DE at Palmer.

Current driver registration:

Palmer - 98 drivers (instructors wanted)

Mont Tremblant - 66 drivers

Steve Ross reported on activities. Prime Porsche is holding a car show. Cruise

night at Stowe the board is recommending July 16th as a Porsche Day. The Collings Foundation tour will be held on Aug 22nd - pre-registration will be required for this very popular event. Porsche's and Polo at Myopia will be held on Aug 8th bring your cars and picnic. The NER summer party will be held on Aug 23rd from 1:00-4:00pm. The Spring Ramble was a great success with only a few comments on poor driving.

Kristin reported on Autocross - first event is scheduled for the end of May. The new timing equipment (wireless) was trailed at the Autocross school. The Autocross school was a great success (48 students attended) all reported they had a good time with a large number of first-event attendees.

The 2015 board meeting schedule is finalized. Meeting dates are:

Jun 17 - Adrienne Ross

July 15 - Marcus Collins

Aug 12 - Marcus Collins

Sep 9 - Adrienne Ross

Oct 14 -

Nov 11 - Steve and Laurie James

Dec 9 - Bob Cohen

The next board meeting will be held at the home of Adrienne Ross on Wednesday June 17th at 6:30pm.

With no further business proposed Adrienne asked to close the meeting Steve James seconded the proposal and with no dissenting votes we adjourned at 8:29pm.

### Happy PCA Anniversary!

#### Twenty Five Years

Lee Berkowitz

#### Ten Years

Bryn J. Owen

Edward A. Carlson

#### Twenty Years

Brent D. Ryan

Christopher O. Placco

Robert E. Anastasi

William L. Brinkmann

#### Five Years

Allan L. Gardner

Andrew E. Murphy

David Pratt

Frederick H. McMillen

Robert Lieberman

Trevor Barcelo

David J. Reindel

Richard Brooks

#### Fifteen Years

David A. Veron

George Flessas

George Skaubitis

# Turning Money into Noise

## Way Out in Front



Michael Orsini

It's still April, and I'm writing my column far in advance of when it's due – Adrienne will be happy. The next few weeks are going to be hectic and I want to get a jump on it.

We just had the first DE of the season up at NHMIS and it was great to see everyone after this long winter. I took the Lamborghini Mini Cooper S up and did a few laps to clear the cobwebs. I had just replaced the header and muffler on it, with some high flow equipment and I wanted to see how she sounded at full throttle. Well, she sounded great and ran flawlessly on

***I figured, he's 18, done AX - I'm in for an event of being tossed around a Carrera GTS. Well, I couldn't have been more wrong.***

Saturday, but on Sunday, I got a CEL and DSC (disable stability control) error. I was also having a hard time getting her started. The first turn of the key caused her to cough but not start. However, on the second turn she started. I was able to get the car home and went right to the internet Monday morning. I confirmed my research by going to AutoZone to have the codes read - timing chain sensor malfunction. Oh, great. The car has almost 130k miles on it, so I guess these little things are going to start plaguing it; but it had just cost me a pretty penny for the header and muffler, not to mention a week of crawling under her working out rusted on nuts and bolts. Thanks to this car, I now have intimate knowledge of every technique known to man, on how to loosen a stuck bolt and every tool, too.

Anyway, I also read that just replacing the sensor, maybe, wasn't going to cure the problem, but that I may need to reprogram the computer. What happened to cars just needing gas and spark again? So, given the fact that I don't have the necessary equipment, I Googled Mini Indy's in MA. Nothing!?! Really? Undeterred, I called

Jake Wile. He works on BMW's I thought. Yes, he's an hour away in Walpole, but would he have the necessary diagnostic computer? I called him and he said he did. So he's ordered the part. It's a piece of cake to put in, so while I could do it myself, I'm going to have him do it, just in case I need the car reprogrammed. I'm really hoping this works, as I'm headed down to NJMSP this weekend (April 26th) for PCA National Training and I don't want to miss it. Hopefully I'll have some good news to share next month on that front.

So, back to the first DE. As I said, I had a great time catching up with everyone. I had a green student this time out. My first time with a first timer! He was an 18 YO named Grant and I was a little worried about the fact that he'd done some AX... I figured, he's 18, done AX - I'm in for an event of being tossed around a Carrera GTS. Well, I couldn't have been more wrong. Well, at first he tossed it around like he was at an AX, but I explained that this isn't AX and we needed smooth inputs. We worked on the line for the rest of the time and I gave him my assessment at the end of the day. I asked him to think about where he was looking and to think about smooth inputs – emphasizing the need to practice on the street. Well, I think something sunk in because he picked up some speed on Sunday and really hit his marks quite well. In fact, so well that I signed him off to Yellow. So, congratulations Grant, on a job well done, and for not scaring your instructor!

Next month I'll hopefully have some good news about my recent 914 acquisition. Yes, I bought a 914 and it's not running due to an electrical issue. I've always wanted one and just when I don't have a place to put one, I have one. Ah, well, until next month: It is amazing how many drivers, even in Formula One, think that the brakes are for slowing the car down, (Mario Andretti).

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

With teamwork comes great results

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

by Marcus Collins

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

MAPropertiesOnline.com website interface showing search filters, featured articles, and a sidebar with a RE/MAX logo.

MA Properties Online Blog article titled "AMERICA'S TOP HIGH SCHOOLS • 2014" featuring a map of the United States and a list of top schools.

MAPropertiesOnline.com newsletter titled "How's the Market?" with sections on "Should Buyers Delay until 2015?", "How's the Market?", and "We see more sales in 2015?".



Dani Fleming (617) 997-9145

Dani.Fleming@MAPropertiesOnline.com

Marcus Collins (781) 640-3597

Marcus.Collins@MAPropertiesOnline.com

www.MAPropertiesOnline.com



If you, as a seller or as a buyer, are currently under a written contract to use another broker exclusively then please disregard this notice. It is not our intention to solicit other real estate broker's clients. We are happy to work with them and cooperate fully. ©2011 Coldwell Banker Real Estate LLC. Coldwell Banker is a registered trademark licensed to Coldwell Banker Real Estate LLC. An Equal Opportunity Employer. Equal Housing Opportunity. Owned and operated by NRT, LLC.

# Around the Cones

## Things to Do



Steve Ross

Now that summer weather has shown its face in New England the Porsches have also come out of their hibernation. NER has a whole palette of events for our 1600 plus members to attend.

As your VP of Administration (i.e. non-driving venues) I have put together a collection of fun events, many of which were crowd pleasers from prior years.

We have already held a pair of coffee and Cars, first at Porsche of Burlington and more recently at a new venue at Volante farm in Needham, both of which had a strong showing of new partici-

***As your VP of Administration (i.e. non-driving venues) I have put together a collection of fun events, many of which were crowd pleasers from prior years.***

pants (see accompanying pictures in this issue of the Noreaster)

This coming month will see Larz Anderson Museum of Transportations' annual German Car Day on the 21st, full information and preregistration forms are at their website. Each year Porsche outnumber all the other marques with their dedicated owners. Come enjoy, take some pictures and socialize with both PCAers and other marque owners, remember we all have strong interests in cars of all stripe.

Also in June, we kick off our annual Cruise night at Stow Mass. airport on June 18th, July 16th and August 20th. Full information on these events are on the webpage and elsewhere in the Noreaster.

Another reoccurring event that we have done for a number of years is our annual Myopia Polo matches and Picnic competition sponsored by the good folks at Porsche of Danvers on August 16th. Again check out the promotion on the web site and here in the Noreaster.

A week later, August 23rd, Dani Fleming and Marcus Collins have graciously invited region members to their home for a summer cookout poolside. Full information is again on line at Porschenet.com and in this issue of the Noreaster.

As always feel free to contact me with questions about upcoming non-driving events.

Here is an old picture from the 1986 Parade which was held in Portland Maine and I, as the ("minuteman who presented door prizes to attendees) am presenting a model of a Porsche powered airplane to the CEO of Porsche cars of America while, then PCA president Bob Perin, looks on.

Hope you enjoy the many activities we have put together for you and most of all enjoy driving your Porsches.



AUTOBAHN PERFORMANCE INC



# 10% OFF

Present this coupon at Autobahn Performance  
for any Parts or Service



View our website

[www.autobahnperformance.com](http://www.autobahnperformance.com)



Parts

Contact Michael 978-535-0636  
[parts@autobahnperformance.com](mailto:parts@autobahnperformance.com)

Service

Contact Mike 978-531-0808  
[info@autobahnperformance.com](mailto:info@autobahnperformance.com)

Centennial Park, 3 First Avenue, Peabody, MA 01960 | [www.autobahnperformance.com](http://www.autobahnperformance.com)

# Don't Lift

*Thompson, Palmer, Limerock, and Tremblant*



**Stan Corbett**

**O**ur DE season is now at full song. The next couple months are truly going to be "Don't Lift!"

On May 2nd several dedicated DE'ers including your Track Chair and our Control Chief (and region president) made a day trip to Palmer Motorsports Park for a track walk. After huffing and puffing our way up and down the 190 feet of elevation change we knew we were going to be very glad to drive the track rather than walk it!

Skipping momentarily over our first DE of the season at Thompson Speedway on May 9-10 (more on that later) I and

***With the Connecticut blue laws there are no unmuffled or race engines, or cars on track, allowed until Noon.***

two other NER members went back to Palmer on May 15th for a track day with the Hooked On Driving organization. Oh, let me tell you, this is ONE FUN TRACK! Looking at the track map; from turn 2 up through turn 6 it's mostly uphill. From the exit of turn 5 through turn 14, which leads onto the front straight, the 2-D map has some visual similarity to Calabogie. Like Calabogie, there are sections of the track at Palmer which are similar on the surface, but you better be sure you know where you are (turn 7 and 12, for instance) as their details differ. There's a diving turn (Laguna Seca?) and numerous blind, late apexes. Not all the track's amenities are in place yet. In fact, if you were at Calabogie in 2008, you have a pretty good idea how far along Palmer is with their construction. See our Palmer DE event page at <http://www.porschenet.com/events/ner-de-event-at-palmer-motorsports-park/> for a larger copy of the map and details of the event.

Our DE at Palmer is sponsored by Jerry

Pellegrino of European Performance Engineering. Jerry has been the long time sponsor of our Watkins Glen DE event. With that DE out of the schedule for 2015 due to track repaving Jerry and EPE agreed to sponsor our inaugural DE at Palmer. Please join me in thanking Jerry for his support of the Northeast Region's DE program.

We held our first DE of the season at Thompson Speedway Motorsports Park on Saturday and Sunday, 9-10 May. Thanks to our Chief Instructor, Dick Anderson, we had enough instructors, including several instructors that volunteered to take two students, to almost clear the student wait list. We had a fair number of first-time drivers and a large number of drivers doing their first Thompson event on Saturday. There were some trains but we worked through those pretty well and things improved steadily through Sunday.

Saturday after the track day ended we had a social in garage 1 that was well attended. A cold beverage went down nicely as the day turned quite warm in the afternoon. Sunday started in a leisurely fashion with coffee and donuts/bagels/muffins available to fill the void while we waited for the track to go hot at Noon. With the Connecticut blue laws there are no unmuffled or race engines, or cars on track, allowed until Noon. The day went well though it was again quite warm through the afternoon. My congratulations to our drivers – there were very few Black Flag infractions during this event. Keep up the good work! We had 114 participants for the event with a variety of marques, dominated, of course, by Porsches of many models. Is it just me or does it seem like the Cayman is becoming the most populous? When I started DE'ing in 2007 there were only two or three per event including my 2006 Cayman S. Now it seems like they are everywhere you look throughout the paddock.

My next event is Watkins Glen the end of May with Niagara Region PCA. I'm doing that one as the Zone 1 48-Hours at The Glen is too close to our Palmer DE on 12-14 June for me to get the Track Chair pre-event tasks done without over stressing. Following Palmer on 29-30 June is NCR's DE at Limerock Park. Then on 6-8 July is the NER DE at Mont Tremblant (see the promo elsewhere in this issue). I hope you can join me at several of these!

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

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

# Sign Me Up

## Spring Up!



Steven and Laurie James

**M**ay flowers are on my mind as I work through the mother's day planting routine. I'm sure I am not the only one who has spent time in the nursery in the last thirty days. After being in NE for over 18 years and doing basic plantings and gardening, you get a sense when to prepare for the growing season in New England.

I had a wonderful spring day to blend soil and assist Laurie as we worked our way around the house, planting pots, beds and hanging baskets. In the weeks leading up to mothers day I made my way around the house defending the encroachment of

***Most have not driven their cars on a closed course at speed and by the end of the day you can see a marked improvement of their skills and confidence.***

the forest with the lawn version of Agent Orange. I had been a proponent of organic gardening and still hesitate to dip into chemicals. However, I do have my limits, beyond weed prevention there are ants, grubs and critters digging holes. Even for the most diehard naturalist they have to admit there is a social benefit killing poison ivy ...

As Laurie and I made laps around the house I was thinking, this year I will get on top of the yard and other house maintenance distractions which will allow more fun days this summer. I made a list of the items that need to be done before fall. Some items more complicated than others, after looking at the calendar last month we listed all the PCA events at least have the opportunity to organize schedules, so today I am signing up for the Autocross season and looking at the best dates and locations for attending a few DE events.

I need to mention last month's AX school. I enjoy this event on many different levels. It marks the beginning of our NER driving

season. It forces you to pull the cover off the car and go through the preseason maintenance items, in my case phone in for a new set of tires etc. Check helmet expiration; try to find size 15 driving shoes. Tires were easy, shoes not many options beyond size 13.

The event itself has that early season feel; like the weather is usually cold and if you're lucky no snow or rain... The students are fun and their excitement adds to the day as they practice each area; skid pad, slalom, braking.. Most have not driven their cars on a closed course at speed and by the end of the day you can see a marked improvement of their skills and confidence. Just seeing students go from complete novice to posting competitive times in the afternoon was rewarding. After debriefing with fellow members it feels like mission accomplished, we had a great group and hopefully a few caught the bug and will sign up for another event. That's how it starts... trust me people reading this already know that trailers, tow trucks and dedicated track cars are spawned when you feel rewarded on these early days of spring.

This year, I signed Laurie up for her inaugural AX training day. Luckily she had a few facilitators that made sure she was never in my run group or close enough for any husband coaching. Hey, I'm not sure what they were worried about; I took her out a few weeks prior to show her the shift pattern, shift points. Shortly after, I was informed that my influence was counterproductive.

As it turned out I did sort of tune the car for her training day. First, I thought why mount those new tires? Thinking there would be an educational opportunity; I decided to mount an old set of Potenza's aging in the shed and removed the brake cooling scoops as these have been known to sheer off with the friction of running over a cone; how would I

know? As it turned out she had a great day and those old tires only complicated my runs in the afternoon... they didn't bother her a bit, so lesson learned...

The week after AX a surprising thing happened, Laurie mentioned she might want her own car...I didn't see that coming, so we have spent some time scouting around for candidates, a fun exercise to see what is available and what would be the logistics to add a car... While that could happen, the pesky calendar of events, obligations and that house list of "to do's" is moving "adding a car" to at best an off season activity.

So spring has its purpose. It gets us started and focused on the upcoming summer months. Just looking at the opportunities for our members, there are plenty of NER events ahead.

As I walked by a new set of tires mounted and ready to go, I was moving plants and lawn equipment around thinking of the maintenance items that remain for the 911.

As we know September comes quickly and these spring days are important to get our priorities straight so the summer is filled with dedicated time for the Porsche.

# 2nd Annual Le Mans Watching Party

Saturday, June 13th

## 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

Join us at Porsche of Stratham for the start of the 83rd running of this 24-hour classic. Porsche is expecting to have three of their 919 Hybrid machines competing against three Audi R-18s, two Toyota TS040s, and several others machines in the LMP1 class. There also at least nine Porsche 911s (GTR and GT3 R machines) registered in the LMGTE-Pro and LMGTE-AM classes. Porsche of Stratham has graciously agreed to provide a TV so we can watch the start of the race, a light breakfast and lunch, as well as a tech session which will be announced later. We had a great time last year, so come join and enjoy the race, friends, and Porsche of

Stratham's hospitality.

Date: Saturday, June 13th. 8:30 AM (9:00 AM start of the race)

Location: Porsche of Stratham, 60 Portsmouth Ave, Stratham, NH 03885

Registration information will be forthcoming!

The RSVP should be: [rsvp@ncr-pca.org](mailto:rsvp@ncr-pca.org) and put "Le Mans" in the subject line.

425 Canal Street  
South Lawrence, MA

**Kachel Motor Company** (617) 759 8973  
[www.kmcauto.com](http://www.kmcauto.com)

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



**Softronic**

Softronic ECU Flash tuning  
PCA authorized tech inspector

## Porsche of Norwell

59 Pond Street  
Norwell MA 02061  
877-PORSCHE  
[www.porschenorwell.com](http://www.porschenorwell.com)



**PORSCHE**

**John Ziedins**  
General Sales Manager

Direct: 781-261-5006

Cell: 781-789-5116

Fax: 781-871-2339

[jziedins@porschenorwell.com](mailto:jziedins@porschenorwell.com)



recommends **Mobil 1** and **MICHELIN**

## Drive the Porsche that saw the sky as the limit. Then broke it.

Limits were meant to be broken. Built around a proven mid-engine design, its handling places it firmly atop the roadster class. And its technology ensures it stays there. Like the available Porsche Doppelkupplung (PDK), which makes quick, seamless shifts, and Direct Fuel Injection (DFI), which creates even more efficient use of the increased horsepower. With such constant improvements, it's no surprise that the Boxster has made Car and Driver's 10Best list an impressive twelve times. Visit our showroom today and experience the Boxster that broke through barriers. Porsche. There is no substitute.

## Experience the Boxster.

Porsche Norwell  
98 Accord Park Drive  
Norwell MA 02061  
(877) PORSCHE  
[www.norwell.porschedealer.com](http://www.norwell.porschedealer.com)



**PORSCHE**



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

[www.NewEnglandMoves.com](http://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 at Palmer Motorsports Park

June 12-14th

Join us at the newly opened road course at Palmer Motorsports Park in Palmer, MA for a three-day DE event. About an hour from Boston, this track is even closer than NHMS for many of us. Seven miles off the Turnpike is Palmer Motorsports Park (PMP), the first true road course in Massachusetts. Created for driver training, testing, and competitive events, Palmer Motorsports Park is a place to pursue your passion for racing and winning. Whiskey Hill Raceway: 2.3 miles long, 40-foot wide, 190 feet of elevation in an alpine wilderness. Designed by grassroots racers and professional designers and carved from Whiskey Hill granite. Whiskey Hill Raceway is a one-of-a-kind rollercoaster ride. Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com).

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

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

Solo Drivers (White & Black run groups): \$525

Instructors (Red run group): \$285

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

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



Let us help you with that...

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.

**HMS**  
motorsport

[www.hmsmotorsport.com](http://www.hmsmotorsport.com) • 978-774-1615 • 9A Electronics Ave Danvers, MA 01923

# Driver's Education 2015

Copy by Stan Corbit

NORTHEAST REGION NORTHEAST REGION NORTHEAST REGION  
NORTHEAST REGION NORTHEAST REGION NORTHEAST REGION  
DRIVER EDUCATION DRIVER EDUCATION DRIVER EDUCATION  
DRIVER EDUCATION DRIVER EDUCATION DRIVER EDUCATION



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

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

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

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

**Contact Information:**

Northeast Region (NER)  
www.porschenet.com

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

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

Registrar  
Mark Keefe - 508-529-6127

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

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

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

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

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

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

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

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

**For mor information go to;  
www.porschenet.com**

# GERMAN CAR DAY

MUSEUM  
SPONSORED  
SHOW



LARZ ANDERSON  
AUTO MUSEUM



JUN 21 CAR REG \$20:10-2  
SUN 21 LARZ ANDERSON AUTO MUSEUM  
15 NEWTON STREET • BROOKLINE, MASS  
LARZANDERSON.ORG

PHOTO: SFD - SHOOT FOR DETAILS



# 60th PORSCHE PARADE

JUNE 21-27, 2015

FRENCH LICK, INDIANA

*Registration opens March 17, 2015 at 12:00 pm EDT*

*[parade2015.pca.org](http://parade2015.pca.org)*

# NER Autocross #2

Sunday, June 28th

Sponsored by...

## Porsche of Norwell

**R**egistration for AX #2 opens May 28th at <http://pcaner.motorsportreg.com/>. The cost for the day is \$50 for members. You must register online by Wednesday June 24th at midnight.

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

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

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

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

### Directions to Fort Devens

The address in google maps is 90 Fitchburg Rd. Ayer MA. From I495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance will be on your left after crossing the railway lines. You'll pass a sentry gate at the entrance to the Moore Airfield. Take the left fork and go up the hill towards the airport tower.



# NER at Le Circuit Mont-Tremblant

July 6th through 8th

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 (Beginner) 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: tremblant-blues.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](http://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](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com/activities/driver-education/](http://www.porschenet.com/activities/driver-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/](http://www.porschenet.com/events/ner-de-event-at-le-circuit-mont-tremblant/). Please make sure your email address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

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

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



# 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 Unique Car Care in Stoneham, 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.

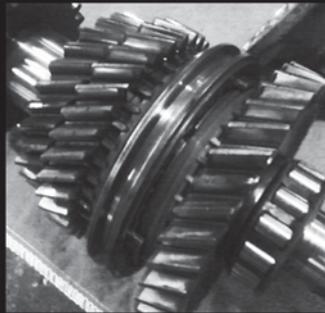
Unique Car Care is a small, yet thriving car care business located just north of Boston in Stoneham, MA. Our mission is to provide our clientele with a truly 'unique' service and offer the finest automotive services available. We specialize in some of the finest automobiles in the world and treat each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

## MY 911SC

*Soon after purchasing my 1979 Porsche 911 wide body Targa,  
I knew that I wanted to make it special.  
I contacted Kevin at Randolph Racing.  
Now, with his guidance and expert workmanship,  
I drive the Hot Rod of My Dreams.*



## DREAMS DRIVEN HERE

**RANDOLPH RACING**

PORSCHE AUDI VOLKSWAGON

68 CUSHING STREET, STOUGHTON, MA 02072

781-344-1029

[www.ranrace.com](http://www.ranrace.com) see us at [www.pcarshops.com](http://www.pcarshops.com)

# Visit to Collings Foundation

Saturday, August 22nd



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](http://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](http://www.collingsfoundation.org).

Questions? email Steve Ross at [SLR944@AOL.COM](mailto:SLR944@AOL.COM)

# 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

# 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](http://www.Porschenet.com)**

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

**F**rom the moment I met Peter, I felt like it was a privilege to know him. In less than perhaps 5 minutes of our first meeting, we were deep diving into turn 1 at Tremblant - metaphorically that is. "People take that turn wrong," he began. "They break too early, and don't find the right rhythm when they hit that kink. If you brake a little later..." and so began my tutelage under one of the best coaches going.

Peter was invited to speak to the coaching/instructing community in the Northeast, as a collaboration between NER PCA, NCR PCA, and the BMWCCA Boston Chapter. Peter himself told us he had come to, "Spread the gospel of collective information and wisdom," and he did just that.

My invitation to the event was as a cub reporter for NER. My driving experience is far more limited than anyone else in that room, so the salient points I captured about Peter's talk are admittedly selfish. He spoke, and I wrote it down - trying to garner all the information I could about driving. So - some caveats...

1) This is going to be an article about driving and coaching, if that's not your thing, you will probably be bored.

2) I'm not an instructor. But I hope I captured some good stuff.

3) I'm a fan of Peter's. Take that as you will...

Peter is a performance analyst not a coach. He will plug your car into a whole bunch of monitoring and reporting devices, crunch the numbers, watch the video, and make you a better driver. He doesn't really do the "ride-along" thing. But he will take time off of every lap, show you the inches that make up those 10ths of a



second, show you where you were perfection itself, and where you stumbled with the gearbox. He will also show you how to "Conduct a car around a racetrack."

I loved that phrasing. It sounds so elegant, and driving can be that. It can and should be elegant. Smooth is fast. You hear that in every paddock. I can imagine that if you were "conducting" a

seemingly live thing, a brute force, guiding, and shepherding it around a race track, that would be a completely different mind set than "driving" it. I've been on certain sections of tracks that were like wrestling alligators, and this analogy makes me want to go out there with a different mindset, and "conduct" my car through that series of turns.

Driving should be lifelong learning,

**"Peter Krause is simply one of the best driver coaches there is.**

**Peter's approach to using data, video and simulators is a big part of why he's so successful. He breaks things down and focuses on what's most important.**

**That's what makes a great coach great. It's not how fast they drive, how many championships they've won or anything else. Nothing but results of their coaching. Peter gets results."**

**-Ross Bentley, Professional Driver Coach and Author of Speed Secrets.**

# The Lessons of Peter Krause

continuing education if you will. Our ex Chief Instructor Jerry Pellegrino felt much the same way. Driver's Education should be just that – educational. A student should be learning something. Absorbing new methods, new experiences, and new ideas, not just rolling a car around a track. It's up to the instructor to make that experience happen for a student. It's in the name "instructor."

Pick one or two things out of the myriad of things going on. Tightly controlled objectives are less confusing for your students, and sets them up for future improvement. When they learn from the beginning to focus on one or two things, they'll progress more steadily.

Finally, there were some wonderful tidbits of information that are too numerous to expand on – so they're here in note form. They're all gems, Take them in slowly.

Track driving is an intensely personal experience. No external influences making decisions. You're out there (usually) alone, making quite a few decisions every second.

Improve while managing risk gradually without expecting a greater risk profile. You can always help people

think.

Fundamental tenets the laws of physics don't differentiate between cars, and tracks don't change.

Sketch out a plan of a small part. Literally, on paper, sketch it out.

Control anxiety - it's never as good or as bad as you think it is.

Seek the consistency required to see where you're going and what to do next.

Every driver bleeds red, everybody learns the sport, everybody started somewhere.

A driver who is disciplined about learning will outperform the natural driver.

Really understand where the track goes. Have a topographic understanding of every foot you travel. Geographic understanding of the track, and the severity, in order, of every corner. Drive it in your sleep.

Draw the track from memory, before you go out. Understand every single corner on paper. Draw the track before, draw out after, what's not similar? That's what you need to work on. Have you student draw a map.

The driver is the greatest performance variable.

You need to understand precisely where you're going to turn in, at what speed, and at what angle.

Faster equals faster.



## Assabet Advisors LLC

**Customized Investment Solutions Since 2003**

*Removing the stress of the investment experience for individuals who have a lot to lose.*

[www.assabetadvisors.com](http://www.assabetadvisors.com)  508-351-9666  4 Smith Road, Northborough, MA 01532

Wayne M. Ushman, CFA - Managing Director

Robert E. Jacobsen - Director/ CCO

**2015**

***Ramble***



Copy by ANON, Photos as marked

**W**ell, another spectacular Ramble,  
Through the mountains the Porsches  
did amble,  
Seven score of hot cars,  
Driving high toward the stars,  
What a fun and delightful gambol!

On the Ramble from Mountain View Grand,  
Things immediately got out-of-hand!  
I was eating exhaust,  
'cause we got very lost!  
Those driver directions be damned!"

From the Mountain View Grand Hotel  
We traversed valleys, hilltops and dell,  
Yet despite Bruce's admonitions,  
We encountered bumpy road conditions,  
And the potholes and frost heaves from hell!

As the pods of Porsches roared by,  
The locals just stared and they sighed,  
Yet the local constabulary  
Never entered our vocabulary  
They were absent - - - and I don't know why!

While exiting route 89,  
Three turbos screamed by with a whine,  
They took a dangerous gamble,  
Almost created a scandal,  
'Cause their behavior was quite of out line!

*Continued next page*



*Bruce Hauben, our Ramblemaster.*



Our many Rambles we cannot forget,  
And the next will be the best yet,  
'Cause the mid-coast of Maine,  
Will be next year's domain,  
When we all rendezvous at the Samoset!

Anon.  
May 2015

Photo Courtesy Ann Anderson



Photo Courtesy Peter Mozzone



Photo Courtesy Mike Chung

Photo Courtesy Peter Mozzone

Looks like trouble...



Photo Courtesy Peter Mozzone



Parts and pieces.

Photo Courtesy Peter Mozzone

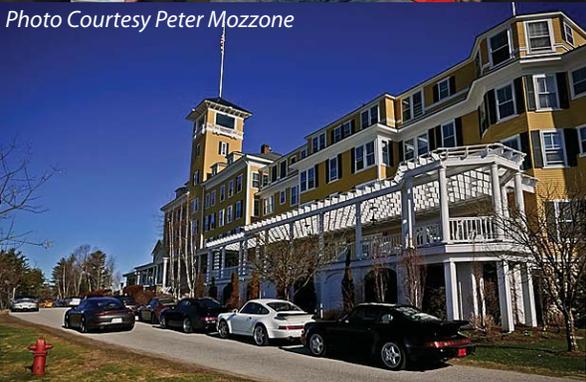


Photo of Peter Mozzone, Courtesy Peter Mozzone



Photo Courtesy Peter Mozzone



Drinks before dinner.

Photo Courtesy Ann Anderson



Photo Courtesy Peter Mozzone



Ann and Henry Luhrs

Photo Courtesy Peter Mozzone



Photo Courtesy Peter Mozzone



Photo Courtesy Peter Mozzone



They're definitely up to something...

Photo Courtesy Peter Mozzone



Ann Anderson

Lots of lovely couples.



Last year our Autocross School was on April 6th and the water pumpers really needed their anti-freeze. For this year we were able to wangle a later date and, although we didn't see much sun, the temps were OK, not much wind and only a few rain drops. All of this helped make for one of the best schools ever.

As usual the school sold out (we had over 10 on the wait list) so we had a full complement of 45 students and 25 instructors. We followed the traditional sequence of "chalk talk" by Nann Weisenberger, 3 exercises in the morning, pizza lunch and then autocross runs in the afternoon. The only major flaw in the day was the brake/pivot exercise which suffered from a lack of planning. My bad and we'll get it right next year.

The autocross runs seemed to go very well. Students first rode with the instructors driving their cars slowly (well, mostly

slowly) which replaced a course walk. Then students drove with the instructors as passengers. Finally, students rode with the instructors driving their own cars. Some of the students who got to sample a GT3RS ride required resuscitation but there were no permanent injuries. A total of over 500 runs were compressed into the afternoon's activities, pretty darn good. And proof of the soundness of our decision to replace the old cabled timing system with a new wireless one. We had zero reruns caused by timing issues and the new system worked beautifully.

The day ended with students being recognized for their job well done with a beer mug or coffee cup prize. These were leftover runner-up trophies from previous autocross seasons – perhaps not as nice as the hats or scarves of the previous schools but, hey, it was warmer and we saved money to pay for the tim-

ing equipment.

Many of the instructors commented on how fast a lot of the students were going and it was true. Fifteen students were running under 80 seconds and not always in the fastest of cars. Very impressive. But even more impressive was how well the students followed directions and handled their work assignments. Worker changes were quick and efficient. Better than at many of the regular autocrosses, sadly. Also, many of the students offered to help with pickup at the end of the event. Finally, three of the students took the time to write up their experiences (see accompanying article). So congratulations and thanks to all of them.

And thanks to the 25 instructors who came to impart knowledge (and maybe enjoy a little early season practice). A job well done all around.

# 2015 Auto





# Cross SCHOOL

Copy by Bill Seymour, Photos by Richard Viard

*Graduating class of 2015!*



**W**e offered the students an opportunity to speak their minds about the 2015 Auto Cross School. Here's what they said....

**From B.K. Boley...**

April 26th on Moore's field in Devens was the day of my first PCA Autocross school. What a fantastically fun day.

It was a great event and I appreciate how hard it is to coordinate and set up. A big thank-you everyone who helped to organize a spectacular day.

For me, it was a tremendously rewarding experience. It was well organized, well attended, and not nearly as intimidating as I thought it would be as I drove up the hill into a clearing filled with a collection of ridiculously expensive play toys. (Thank god I was able to find that damn wheel lock and get the snow tires off yesterday I thought driving in.... And I hope I cut the tags off of that stupid helmet....). OK, so it was a little intimidating, but we were all there to learn and folks were incredibly friendly, even to the guy in the extremely loud Honda 2000 that screamed through every turn and kept pulling in fast or faster times than our Porsches! (At that point I was thinking, I'll bet that guy paid less for that car than I just paid for a rebuilt transmission..... bumper).

But the focus of the day was 'Fun' and I'm sure we all had plenty of it.

Having the instructors drive with us at each step was fantastic. And having them rotate from car to car was brilliant. I'm pretty sure I will remember the personal tips from each of them for as long as I am driving: from Kristen's skid pad advice about which area of windshield to look through in order to keep my head up and maintain balance, to Ernie's attempts to get me to power through the slalom without losing control--(failed attempt I might add as I spun out completely once, stalled and rolled off the course backwards in the 'red flag retreat of shame!'

What a great day, and what fun it was to drive the track with the instructors in their cars! Although I must attest that when I was working the course, I didn't have to pick up a single cone until the instructors started doing their laps. Then it was like ornaments flying off the Christmas tree, with all of us elves scrambling for our lives to put them back before getting clipped by the next sled, particularly the green gt3 sled driven by a mad scruffy Santa!

Each part of the day was a blast. Watching the individual driving techniques of each instructor in their own car at the end of the day was probably most fascinating, sitting with them as they flew through the course using markedly different strate-

gies. I wondered if they ever had a chance to sit with each other to see the uniqueness of their approaches--they ranged from the fast smooth and powerful of some, to the 'jam and slam' hard gas then nose-bleed braking of others (no need to name names here, but if you happen to find one my fillings in the passenger footwell of your Cayman, you know who you are....).

I'm sure the Autocrosses to come will be fun too, but the school is one of those events I wish I could attend more than once, and I hope could happen for others more than once a year.

Thanks again to all the organizers, instructors and students. Go team!

Yours  
B.K

**From Chris Jones...**

Sunday's Autocross School was a GREAT event. Like most everyone there, it was my first time at an autocross. I went into the event to with three goals; 1) to learn more about the capabilities of my '79 911SC, 2) to share the experience with fellow Porschephiles, and 3) to drive my car home without any damage. I succeeded at all three! We had some basic training events in the morning (skid pad, mini-autocross, and braking zone), followed by too much really

# 2015 AX SCHOOL:





# The Students Speak!



"Chalk talk" by Nann Weissenberger



Driver's Meeting.



Driver's Meeting.



good pizza for lunch, then the highlight of the day; 6 runs of the autocross course. Instructor Dave was great. Being a fellow air-cooled 911 owner, he knew exactly how to teach me the art and science of extracting the capabilities of my car. His instructions were clear, crisp, and consistent (I brake too late, too hard, and not smooth enough turning into the apex). Also a great value was the opportunity to ride in an instructor's car at ten-tenths speed. My best time was 83 seconds, Scruffy in his monster GT3 RS did it in 64 seconds. Riding in those three instructor cars really taught me "the Line" through the whole course. I only wish I could have gotten back in my car and done a few more runs to see if I could get closer to that line. I plan to return to the next autocross on 30 May, with the same three goals.

#### **From Jim Fox...**

#### **NER AUTOCROSS SCHOOL THROUGH THE EYES OF A GREENHORN**

I attended my first PCA NER Autocross event last fall, and was chomping at the bit to get back out on the deck at Fort Devens. Last fall's Autocross had been a great experience, but I had no idea what to expect and was unprepared for the event. I forgot my assigned number, had no painters tape to number the car, missed the driver's meeting and lunch order, and basically spent most of the day behind the curve and the cones. Hitting the track cold and having no idea what to expect out there also left me behind the curve. So I was very excited to hear that PCA NER offers an Autocross School each spring for greenhorns like me.

I was determined to get ahead of the

curve this time around, and showed up promptly at 7 AM to register. Dave Berman was manning the entrance and handed me a card denoting my work station and number. Despite my early arrival the place was already packed with drivers making ready for inspection. I broke out the painters tape and quickly numbered the car, emptied out all the loose items, and lined up for inspection. Looking at so many great cars and talking with other enthusiasts was distracting, but this time I heard the call when Autocross Chair Bill Seymour announced the driver's meeting.

After a brief introduction by Bill and a welcome from PCA NER's President Kristin Larson, Nann Weissenberger presented the "chalk talk". Nann, a former Autocross rookie of the year, did a great job explaining some basic Autocross and driving principles. I'm guessing Nann is a great athlete. Her black western threads would have made Johnny Cash jealous.

Following the chalk talk, the morning consisted of three exercise drills including a slalom course, a brake/pivot exercise, and a skid pad. The drills were really helpful and aren't available at the regularly scheduled AX events. Getting to better understand the abilities and limits of these cars in a safe environment was invaluable. After being late for a few cones on the slalom course I remembered Nann's advice about angulating into the turns like a skier and things began to improve. My favorite drill was the skid pad. Dialing in and finding that point where you can steer the car with the gas pedal and not the steering wheel was one of the highlights of my day.

After a pizza lunch, half of us manned the track while the others lined up for autocross runs with the instructors. My work station was positioned by the last slalom course, and the cones on the last slalom run really took a beating! One disappeared altogether as one of the drivers went past (sucked up under the car). We quickly replaced the cone with a new one from the trusty orange bucket. Manning the track can be tedious, but also insightful if you pay attention to the good drivers.

The second half of the afternoon was our turn for the autocross runs. After a few "half-speed" runs with the instructors showing us the way around the course, they let us loose on the track. The instructors sat in the passenger seat patiently explaining what we did right and mostly wrong as we wended our way around the track. All of the instructors were just fantastic! Informative, courteous, and genuinely enthusiastic about the sport and the cars. I can't thank the instructors and other volunteers enough for staffing this great event. It was also a great group of students. PCA NER continues to prove to be a great place to meet quality people with similar interests (plug for my work station captain, Chair of the Membership Committee, Laurie James).

As we made our way out in procession exiting the Fort, I suddenly heard a loud scraping noise coming from underneath the car. I pulled over expecting the worse, but it was just one of the orange cones that had attached itself to the car. Thanks to PCA NER for a great day, a great beer mug, and the cone....

*The "Winner's" Circle. Bill hands out trophies.*





Saturday, April 25, 2015, was "Welcome to Porsche Season" at Porsche of Warwick in Rhode Island. The event was Porsche of Warwick's way to welcome in spring to all of their customers/ NER members. The event started at 9:00 a.m. with a hearty catered brunch and the opening of the showroom and service area. Around noon, a delicious catered lunch was presented, capped by a 24-inch long Porsche emblem cake, the likes of which would have made the Porsche factory envious.

Porsche Brand Manager Lindsay Ciavattone, Service Manager George Laperche, and Parts Manager David Maynard greeted Porsche guests as they arrived. The showroom was stocked

Copy and Photos by David E. Melchar

# Welcome to Porsche Season



with the latest Porsche arrivals. On hand to engage in any Porsche discussion were Certified Brand Ambassadors Kirk Stingle (NER member), Kristina Paris (NER member), Jon Narcessian, and Carlos DeSa, Jr.

The service area was open for inspection and discussion with all of the Porsche technicians, headed by Porsche Goldmeister Technician Pat Duggan and Certified Technicians Dan Fostin, Kevin Pierce, and Edwin Perez. Many discussions ensued about the advantages for drivers of the newly acquired state of the art Road Force Touch™ Wheel Balancer that subjects wheels and tires to high speed load while balancing. Technicians also answered many questions and inquiries regarding newer and older Porsches, as all Porsche types and vintages were represented by the 80-100 visitors who attended the event.

Throughout the day, Porsche parts and accessories were available at 50% off. Near the end of the event at 3:00 p.m., a free raffle was held for a \$3,700 Porsche bicycle, won by NER member, Joseph Martella. The attitude of everyone connected with Porsche of Warwick could not have been more welcoming. The presence of 1978, 1985, 1993 and 1998 911s in the service area attested to the interest of Porsche of Warwick in servicing older, as well as the newest Porsches. They also stressed the willingness to perform any regular or modified operation desired by owners. The 996/997 intermediate shaft bearing issue and its remedies was a hot topic.

It was a most enjoyable and educational day all around. Club members explained the merits of club membership to many interested Porsche of Warwick non-PCA customers, and dealership representatives had an opportunity to showcase their advantages and hear from Porsche owners. Marketing and Media Manager Dylan Applewhite did a great job coordinating many components to make the event so successful. Another Porsche of Warwick event is currently being planned for July. Information about that event will be forthcoming.





*And Finally....*

**T**he incomparable Denise McCluggage passed away on May 6th of this year, and her loss has been felt deeply across the car community. This shining soul was a pioneer for women, not just in motorsports, but in sports, and journalism.

On the day she passed, I went back though my files to the day I was fortunate enough to get to sit down and interview her. She was a small woman of 84 then, with an impish smile, and a wink that made you feel like you were part of her inner circle in an instant. She was warm, kind, and effusive. I vividly remember that by the time we sat down, she wasn't an iconic stranger, she was my friend Denise.

As I read through what I wrote, I decided I couldn't have put it much better than I had then. So here is an excerpt from that interview 4 years ago.

"I don't like to give interviews before I speak." She began.

I was a little startled by this since that was "the plan."

"It's just that, if you ask me a question, and I tell you the story, and someone else asks the same question during my talk, I get very confused, and think to myself 'didn't I just tell that story?'"

"I'm old," she grinned at me "I get confused easily." I smiled at her, and she winked at me, and the mood was set. We were conspiratorial sisters, off the record, and here for nothing more than a little chat between girl drivers.

We leaned in; I, because I wanted her all to myself, and she, because she doesn't hear so well. Fifty years in race cars with no hearing protection does that to a girl. But it just endeared her to me even more.

We talked about her home in Santa Fe, and the motorsports luncheon she hosts every month in a local restaurant. "It's a drop by kind of thing," she said, "very casual. Come by sometime"

The chat was spontaneous, but I needed some answers, if only for my own personal understanding.

"They call you 'a pioneer of equality for women in the US, especially in motorsports. We're you conscious of that label then? Did you feel like a justice maker?"

She laughed gently and shook her head. "I didn't fight for women's rights; I got in a car and drove."

A few minutes after, I needed to know

one more thing. "How did you get started?" I asked. "Driving I mean. How did you end up in a car?"

"I was a sports journalist, and I believed that to understand something, to really be able to write about it, you have to do it. It wasn't a big deal like it is now. You drove your car to a track, and they let you drive, or race, or whatever you wanted to do. It wasn't a big deal. You just did it."

She began to drive professionally in the mid-1950s earning the respect of her male counterparts. Her trademark was a white helmet with black dots. She heard once that people said she had a distinctive helmet because she wanted all the men to know exactly who was passing them! She grins slyly at that prospect.

Her racing achievements included winning the grand touring category at Sebring in a Ferrari 250 GT in 1961, and she scored a class win in the Monte Carlo Rally in a Ford Falcon in 1964. She also participated in the 1000-km race at the Nurburgring. She drove Porsches, Maseratis and other racing cars of many marques.

She told some fantastic stories of her racing days. "The good news about being so tired you begin to hallucinate, is that you only *add* things to the landscape. That is, that you don't hallucinate *out* the cliff or the wall, but things get added to the picture."

She told of a long rally run across Europe where at about hour 30, she found herself working quite hard to have very smooth shifts because the little gnomes, sitting along the fences, tended to applaud her more loudly based on the smoothness of shifting. But when the gnomes with the *especially* tall hats and little ribbons applauded her driving effort, that's when she felt she was doing her best.

She recalled Pat Moss (Stirling's sister) saying to her that when she was particularly tired, she liked to aim for the black cat on the apex.

Once Denise's driving career in the states took off, she was invited to LeMans. "But I couldn't drive there," she told us.

"Women were banned from the race. You see, the year before a woman driver had died, and the public was outraged, and so they weren't allowed to drive it anymore. "So I said to an official, 'A Frenchman died last year as well, but you didn't ban the

French!"

The stories and laughter continued through the evening. Tales of Sir Stirling Moss, and Formula One at Watkins Glen. How she prefers the Cayman R. "There's a difference between fast and quick. I prefer quick."

She told us about her Kinesthetic cookie, "a rightness of feeling when you control the car at its limit," and about covering motorsports in general, sometimes from behind the fence. "I wasn't allowed in the paddock." She states simply.

As a journalist Denise holds both the Ken W. Purdy Award for Excellence in Automotive Journalism and the Dean Batchelor Lifetime Achievement Award. She was presented a lifetime achievement award by the IAMA and is the **ONLY** journalist to be inducted into the Automotive Hall of Fame. Her weekly syndicated column called "Drive, She Said" appears in some 90 newspapers across the U.S. and Canada. She is the author of a number of books including *The Centered Skier* and *By Brooks Too Broad for Leaping* (a collection of pieces from *AutoWeek*). She wrote the text to accompany Tom Burnside's photographs for *American Racing: Road Racing in the 50s and 60s*.

A few weeks after her death, a dear friend of mine wrote to express his grief over her loss.

"Perhaps it's because she was always such a significant part of the fabric of the world of racing and automotive enthusiasm I was drawn to from an early age." He left me with this quote, "From her book 'The Centered Skier' and quoted in *Autoweek*: 'Not always, but sometimes when you're driving one behind another – climbing, descending, dipping, turning – it happens and you are dancing. The cars are connected viscerally, not visibly. I think of a tango I saw in Buenos Aires nightclub. The dance is in the moment. Time does not pass; the Now is simply extended like a held breath.'

Makes you understand Paul Newman's response to Barbara Walters, 'I race because it's the only thing that gives me grace.'"

Heroes don't come along every day. Legends perhaps even less often. Denise was both, she was also a Grand Lady. Take some time today to pay her the greatest compliment any writer can get: Seek out her work and read it.

Copy by Adrienne Ross, Photos courtesy Denise McCluggage

\$20 battery on the left, \$200 battery on right

The difference was in the connectors, not a problem, and the power they had stored in them. The Optima I was using had 570 cca, which is cold cranking amps a measure of power. The tractor battery was rated at 230 cca or 460 cca for the pair. Since I wasn't going to be starting the 911 in anything other than warm summer weather I deemed the numbers close enough and went back to Wally for two more batteries. At \$20 each, I'm a genius. As the photo shows they are somewhat smaller so I placed a piece of Styrofoam, cut to size, behind it to take up some space and a rubber boot on top of the positive terminal to protect it. The Factory clamp holds one and a bracket I made up for the other keeps them from moving and they work great.



Together they don't weigh 20 lbs and even that is balanced as the factory intended. With the small investment I have at stake I'll have a big smile on my face every time I turn the key.

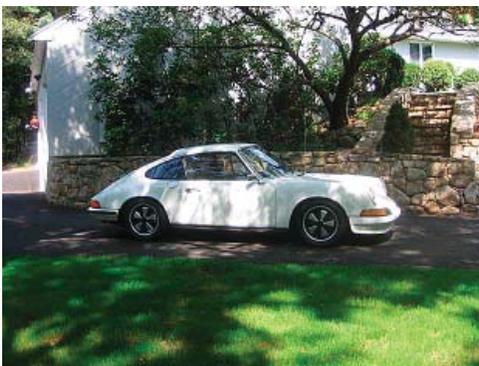
The '72 911 came from a woman in Virginia whose husband had restored the car but never got to drive it before he passed away. I had intended to refresh the car and sell it, but once it was running I started to get attached to it so I parked the 914 and autocrossed it for a couple of years. It cleaned up.



Ready to race after a long sleep

After two years of fun I parked it with the intention of sending it on to a new home but couldn't seem to put anything together. Then prices started to rise and I got even more attached to it. I had send some photos back to the family so they knew the car was alive and well and was an Autocross winner but hadn't heard from them since 2010.

After all the attention the car got in the last few weeks I guess there was some sort of communication because out of the blue I got a call from the woman in VA. Seems that she was coming up to Boston with her son-in-law who had some business in town and would like to stop by to see the car if I still had it. What are the chances? Anyone who watches my garage doors open and close knows that with a couple of exceptions, nothing stays around for long. The fact that this 911 was still on the lift after 4 years is just short of a miracle, even better, the phone doesn't ring until it has gas in it, batteries installed and it's running.



Friday afternoon was set as the meeting time and I caught an early train out of Boston to be home by 4:00pm. The previous owner, Janice, and her son-in-law were standing in the driveway when I pulled in at a high rate of speed in Big Red. It took a few minutes to move a car, set up the ramps, and lower the lift where the 911 was sitting but they were patient. The car started right up and sat and idled steady as we walked around it. The new sport seats haven't been installed yet, a job for this weekend,

so it pretty much looked like it did the last time they saw it. Except now it was alive and well. Janice accepted my offer of a test drive so down the driveway we went. Set up for autocross use there isn't much suspension travel but she remembered their track cars from years ago and wasn't bothered by a stiff ride. She still has a TR3 that was parked in the garage next to the 911 when I went down years ago to see it. I was pleased that she had an opportunity to see the 911 again and even happier that it ran great and made me look good too.



The previous owners widow from VA

I know that NHTSA has already committed to delivering a set of proposed rules for V2V (vehicle to vehicle) communication by next year, but it occurs to me that my 43 year old Porsche is already way ahead of that program. How else can you explain that phone call? I've been telling people all along that these cars can talk. Here's proof.

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



# KACHEL MOTOR CO.



**2008 Porsche RS60 Spyder Boxster S, #321 of 1960, 6sp manual, GT Silver over Red with Black top, 21k miles, Sport Chrono, BOSE, Heated sport seats, 19" wheels, Xenon lights, full leather interior, sport tuned exhaust, 303HP! \$38995**



**2012 Porsche Cayman R, 28k miles, 6sp, \$82k MSRP Bose, Heated Seats, Navigation, Painted seat backs, painted wheels, Bluetooth, fully serviced, 2-owner, like new \$59995**



**2014 Porsche Cayman S, 6sp manual, 19k miles, Bluetooth, heated and ventilated seats, 20" wheels with fat tires, bi-xenon adaptive headlights, dual power sport seats and more! 1-Owner, exceptional condition. \$61995**



**2006 Maserati GranSport LE, 23k Miles, 2 owners, full options, and serviced. \$110k MSRP, 400hp Ferrari derived V8! \$38995**

**Call Jason at 617-676-7000  
Kachel Motor Co. Inc.**



**Our temporary sales & service facility is located at 98 Accord Park Drive, Norwell, MA (across from the 99 Restaurant).**

Porsche Norwell will return to a brand new showroom at 75 Pond Street, Norwell, MA, in July 2015.

## **We had to get out of the contractor's way so he can deliver us a brand new Porsche Norwell more quickly!**

Space continues to be at a premium while we undergo construction and inventory must go! There will never be a better time to buy a new or pre-owned Porsche!

### **Special limited availability on brand new 2013 and 2014 Porsches!**

**Spectacular savings across the board on these special vehicles.**

These cars have never been registered.  
911 Coupes and Convertibles, Panameras, Caymans, Boxsters and Cayennes.

**These special purchases include the 3 Year Scheduled Porsche Maintenance Plan at no additional cost.**

#### **2013 911 Carrera**

Stock #3093-3

MSRP \$133,075

**Now \$114,575**

**Savings \$18,500**

#### **2013 911 Carrera Coupe**

Stock #3026-3

MSRP \$98,890

**Now \$85,540**

**Savings \$13,350**

#### **2013 911 Cabriolet**

Stock #S3036-3

MSRP \$115,150

**Now \$99,317**

**Savings \$15,833**

#### **2014 Cayman**

Stock #S4014-3

MSRP \$68,670

**Now \$59,400**

**Savings \$9,270**

## **Porsche Norwell**

[norwell.porschedealer.com](http://norwell.porschedealer.com)

(877) PORSCHE

98 Accord Park Drive | Norwell, MA 02061

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

*15 more at similar savings.*



**On the Edge** continued from page 6

you will track out, life becomes much more manageable. Eyes up!

## 6) Always something to learn

No matter how many tracks you've driven, or driven on one track, there's always something to learn. If I brake later here, get on the throttle earlier there what will happen? If you make small changes, incrementally you may find new limits. But you have to keep trying those limits. And if it starts to get out from under you, you know what you did wrong, and can correct next time.

Small changes are good, but keep taking big leaps. New tracks, new people, new cars. Switch it up, there's always something new to learn.

## 7) Improve things one at a time

Try not to make a bunch of big changes at once. It could mess up your whole line. Focus on one, or even two things. Make them better, and find something new to focus on.

## 8) Not every corner is important

There *are* throw away corners on a track. Sometimes they're just a place to set you up for the next turn. Work out which corners are important, and don't sweat the throw aways. *Do* focus in the important ones! When you know which parts are important, focus on getting them right!

## 9) You only have 100%

If you are out there, going flat out, that's all you have. If 100% of you is dedicated to going fast, you cannot take a turn. If you're turning, you need to finish your braking before the turn. Over extending yourself will put you into the wall, so pay attention to your limits. If you are fully engaged in one thing, try not to take on too many others. Also, you cannot pit your Miata against the GT3. Flat out looks different in every car, that's why we race in classes.

## 10) Breathe on the front straight

Perhaps most important is to remember to breathe. When you come to a place on the track where you have a moment, take it. Flex your hands, breathe deeply, and remind yourself how completely amazing you are to be out there doing something not even 1 in 100,000 people in this country even try, and it turns out, you're pretty good at it!

**1998 993 C2S Wheels:** Cup II, 7 & 9 x 17" w. tires \$1200. Call Mike for more info 781.929.1112. 19" Cayman R Wheels. Set of 4. Will refinish any color. B.R.O. Call Mike for more info 781.929.1112. (5/15)

**Alloy Wheels Sizes:** Front 8J x 17 ET 70 and Rear 9J x 17 ET55. Tires: Kumho V-700 Auto-cross Tires Sizes: 225/45ZR17 and 225/40ZR17. Full set of steel lug nuts, 2 spacers for the front wheels. FITS 1994 - 1995 Porsche 968. Price: \$600 or BO. Contact Don Wolcott - djwolcott@comcast.net (5/15)

**Porsche 911 snow tires.** Used two seasons on my 2005 Carrera C2S Cabriolet. Approx 5,000 miles. Fronts: 235/35R-19 Dunlop SP Winter Sport 3D XL. Rears: 295/30ZR-19 Dunlop SP Winter Sport 3D XL. Paid over \$1300 from Tire Rack. Your price \$600. Contact Mike at 617-791-9191 (4/15)

**1995 Porsche Carrera Cabriolet** white/grey interior, new blue top. Have owned the car for eighteen years, has 3.6 turbo wheels, the car sets up beautifully, a great example of the 993, always garaged and covered, Has 82,000, asking \$38,000 or best offer. Joe Mancuso, 508 414 7840 or jmancuso@mancuso-nowak.com. (4/15)

**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; admin@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; trackchair@porschenet.com

#### Registration - Driver Education

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

#### DE Tech

Chip Wood  
508-330-4198; chip52857@comcast.net

#### Chief Driving Instructor - Driver Education

Dick Anderson  
10 Cutler Road, Andover, MA 01810  
H: 978-474-0898, M: 978-764-0277  
cheifinstructor@porschenet.com

#### Instructor Development - Driver Education

Bob Kelliher

#### Zone 1 Representative

Pete Tremper  
523 Coyle Rd, Clayton NJ 08312  
609-221-3854; zone1rep@pca.org

JOE CLOUTIER  
OXFORD MA  
2003 911 CARRERA CAB

TRACEY DECHERT  
BOSTON MA  
2014 911 CARRERA S

DARREN DESIMONE  
SARATOGA SPRINGS NY  
2012 911 TURBO S

EDWARD DOYLE  
TURNERS FALLS MA  
1990 944 S2

BRIAN GANGER  
SHREWSBURY MA  
2002 911 CARRERA

ALAN GAUCHMAN  
SHARON MA  
2011 911 CARRERA S CAB

FAZAL HUSSAIN  
CHARLESTOWN MA  
2003 911 CARRERA 4S

PIERRE JUILLARD  
SOUTH BOSTON MA  
2001 911 TURBO

LEO KIM  
BOSTON MA  
2007 911 TURBO

WAYNE KUNKEL  
DENNISPORT MA  
NO CAR LISTED

MARTIN LAMB  
WATERTOWN MA  
2005 BOXSTER S

CAROLE LIMA-ES-  
HLEMAN  
WAYLAND MA  
2014 CAYMAN

PAUL MCCRACKEN  
IPSWICH MA  
2007 CAYMAN

MARTIN MROZ  
SOUTH EASTON MA  
2011 CAYMAN S

KEITH PENTLAND  
MILTON MA  
1981 RACE CAR

RAUL SANTIAGO  
SHREWSBURY MA  
2015 MACAN

JESUS SUAREZ  
STURBRIDGE MA  
2015 911 TARGA 4S

JOSHUA TEVEROW  
PROVIDENCE RI  
1974 911 CARRERA  
2.7 EURO

BRIAN THIBODEAU  
COMBERLAND RI  
2008 911 TARGA 4S

PATRICIA VENTURA  
EAST GREENWICH RI  
2013 BOXSTER

MICHAEL WHITE  
ATTLEBORO MA  
2007 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 [robbcohen.com](http://robbcohen.com)



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