



FORWARD

EXIT



Porsche's ultimate winter car?

Their 959 could be considered just that...

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

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

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

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



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This month the "Who We Are" page is draped in black, out of respect for having lost one of our own.

John Koenig passed away suddenly on Monday January 26th.
He was the copy editor for the NOR'EASTER.

His contribution to this newsletter and our Club was invaluable, and words cannot express how saddened we are by this loss.

Thank you John, for everything you've done for us... We will miss you deeply.

INSIDE THE NOR'EASTER

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COVER



Cover Photo
Courtesy of PCNA

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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 Sorrow



Adrienne Ross

Last month John Koenig sent me the copy edited version of all you usually see here in the magazine on Sunday, January 24th. It was a hectic weekend, and I finalized the edit late that night and shipped it to the printer. I wrote John on Tuesday thanking him again for his work for the Club, but didn't hear back. You know how it is, an email string has to stop somewhere.

On Wednesday morning I received an email from John's sister Nancy, "My name is Nancy Ahlgren. My sister, Barb Westhoff,

recognized his face or name from the Board or magazine. He didn't have a column – just a little tag line in the front matter; "Copy Editor – John Koenig." "We made 61 magazines together, and he helped with countless editions before my time.

I'll miss John. I'll miss missing my deadline for him month after month, and having him come through for me, listening patiently to my promises to be "better."

It was too soon, too sudden, too early, and too much.

Rest in Peace John.

John copy edited the magazine every month, every article, every word. I would send stuff late, and he would get it to me on time.

and I are John Koenig's sisters. I regret to notify you in this manner but, our brother died suddenly on Monday, January 26, 2015.

His death was not expected and we are told it is believed he died instantly. He collapsed suddenly in the presence of a good friend and we are comforted in belief that he was happy when he passed. Still, we are in shock and we can only assume the news of John's passing is also shocking to you."

Shocked wasn't the word. "Gob smacked" might have been more accurate.

He was young, full of life, funny, dedicated, patient, hardworking, and very, very forgiving of my timelines.

John copy edited the magazine every month, every article, every word. I would send stuff late, and he would get it to me on time. We talked about which styles best suited us, and when not to change too much, or flagging something that maaaaay-be we shouldn't put in.

John loved Porsches, and working on the magazine. He was the epitome of volunteer. He did a largely thankless job – anonymously. If we went to events (something he did very seldom) no one instantly rec-

Koenig, John David

Age 60, of Gloucester/Wenham, MA, died suddenly on January 26, 2015. He collapsed in the company of a friend and is believed to have died happy and without pain. John was the son of the late Alvin H. and Doris Koenig and grew up in Golden Valley, MN. He is survived by sisters, Barbara (Gaylan) Westhoff of Westby, MT and Nancy (Cliff) Ahlgren of Buffalo, MN, extended family and friends. Services in MA are pending. Campbell Funeral Home, Beverly, MA (978.922.1113) is serving the family. Before age five, John could name the model of every plane that flew overhead. Yet his affections would later turn to cars, from his first job as a 'car runner' to racing at BIR to owner of Top Gear Consulting in MA at the time of his death. His taste in folk music and his generous and compassionate heart will be fondly remembered. Memorials preferred to PKD, the Nor'Easter newsletter of the Porsche Club of America, West Boxford, MA for whom John served as Copy Editor, or charity of your choice.

Up To Speed

Will Spring Ever Show Up?



Kristin Larson

As I sit on the coach this evening after spending hours shoveling for yet another snow storm, I wonder if spring will ever be here. We now have snowbanks higher than us. Dave had to spend time shoveling the snowbanks as we could no longer get the snow over them as is. We store our trailer at my work and before this last storm, all that was visible was the tire rack which is the only way I know it is still there. Hopefully we can get it unburied before April. Even Cam, our dog, is fed up with the snow. He is so excited to go outside and then after 5 minutes, he is sitting

Our Ground School was postponed due to the storm this morning and rescheduled for Sunday March 8th.

on the front porch wondering if he could open the door and let himself back into the warm house.

Our Ground School was postponed due to the storm this morning and rescheduled for Sunday March 8th. I hope to see a lot of people who are interested in the track and not sure what it is all about. This is a great way to learn more about the track and drivers education. We have a presentation to give and most of the track committee will be available for any and all questions. HMS has been sponsoring this event for years and always provides pizza for lunch afterwards.

On that note, DE events will be open in 2 weeks, on March 1, for all run groups for NER on Clubregistration.net. NCR's events are open for White-Red run groups now and June 1 for Green-Blue run groups. And can't forget Zone 1 48 Hours at the Glen. Registration opens April 15th and will be running the full course. This should be a sold-out event since they are closing the boot in early July and the full course by mid-August. I just finished signing up for NCR's events and will focus on hotels tomorrow. Spring must be coming, right?

Autocross is also having a Newcomers

School on Sunday April 26th at Fort Devens. There will be exercises in the morning and an autocross course in the afternoon. This is a great way to understand the limits of your car. Dave and I will be there as Dave is the Autocross Registrar and will help run one of the morning exercises. At the end of the day, it is always fun to have a drink at Billiards Café to talk about the day so hopefully all plan to come afterwards. Registration is up on Motorsportreg.com.

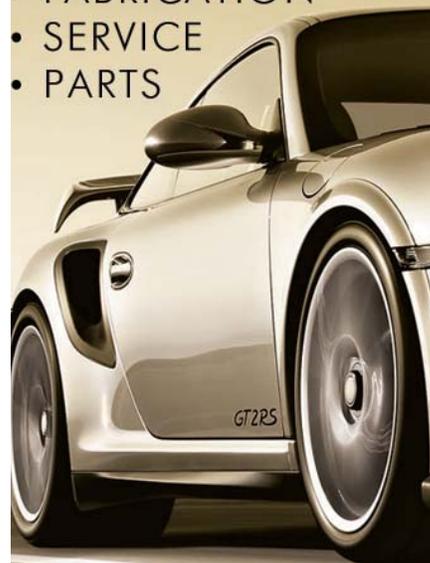
An event for Newcomers to get an understanding of all aspects of NER is being held on Sunday March 15th at Porsche of Danvers at 11AM. We will have someone available for Drivers Education, Autocross (with a new, great video by Richard Viard), Ramble, Concour and Social Events. This is an event for anyone who is looking to get involved with the club and wants to understand about all avenues of involvement available.

With all this coming up in the next few months, spring must be coming soon. All we need now is a bit of sun to melt all this snow so everyone can get their cars and trailers out. Hope to see you all soon!

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Oil and Water

Light at the End of the Tunnel



Mike Kerouac

As I look out the window it is snowing for the 9th time in 19 days and we are also expecting freezing rain tomorrow for a wonderful mix of ice and snow. There is a 10 inch thick ice flow sliding down the roof of my car barn and I just had 8 guys climbing all over the roof of my house removing 7000lbs of snow and ice. This has been one of the worst winters in recent memory, but it will always hold a special place for me because it is the light at the end of the tunnel.

If you want to fully understand what I'm talking about you could go to your stack

She had now taken so much time and so much money to restore, that I needed to rename her Miss Money Pit.

of Nor'easters and pull out the issues from the second half of 2013. I wrote a series of articles titled, "Do I really need a winter project?" and "Do I really need another winter project?" At that time I had a purchased a 59 Convertible D/Speedster D and a 1957 356A Sunroof Coupe. The Speedster was dubbed Miss Money Penny (MMP) and the Coupe was nicknamed JoJo, after her previous owner. Both cars had unique and diverse histories. MMP had raced at Limerock and she looked the part. An industrial cased race engine, racing suspension, dings, dents and about 25 pounds of Bondo under the paint. She also had more than her share of rust. Not Swiss Cheese rust, but enough to see dollar signs flying out of my wallet. JoJo on the other hand had a rich ownership history covering the owner of a Porsche Dealership, a Porsche Factory works driver and a US Diplomat serving abroad. JoJo also had some troubling rust spots bubbling through her paint, but overall she was very original without any Bondo hidden under her paint at all. I was fully committed to the restora-

tion of both cars. They each talked to me in their own way and they each deserved to be brought back to life.

Miss Money Penny took her trip to the body and paint shop first. I was planning on a 6 month restoration including mechanicals and interior. After one unpleasant surprise after another Miss Money Penny emerged 8 months later after undergoing 600 hours of body and paint work. I was already 5 months behind schedule. But she was stunning in black paint with new chrome and badges. I took her home for a couple of months while I waited for a slot to open up for phase two. Finally off she went for a full mechanical restoration and the installation of her red leather interior. That process took another 5 months and was also full of unpleasant surprises. But once again, through a lot of hard work, by people who are very good at their professions, she looks stunning. There was only one issue, well actually two issues. First of all, she still couldn't be driven. The original seats ended up being beyond repair and the leather skins were shipped of to a company in California. What should have been a 30 day process, took 4 months. The second issue involved Miss Money Penny's name. She had now taken so much time and so much money to restore, that I needed to rename her Miss Money Pit. At least her initials stayed the same. As of this writing the seats were complete and shipped back to me. MMP sits in my garage, 95% complete, there are a few more parts like seat rails that are required to button her up. But she is stunning and she is back from the near dead. It is so nice to know that by the time the snow melts, she will be ready to hit the road.

Now let's move on to JoJo, she was originally neglected by me as I focused on MMP. I inventoried the boxes of history that came with her. I scoured online sites and ordered original parts

that I new would need to be replaced. I removed, re-chromed and rebuilt her bumpers. But mostly, I focused on getting MMP done while JoJo sat and waited for her slot in the body shop. The day finally arrived and the flatbed took her on the short ride to the body shop. Similar to MMP, I had a color dilemma. JoJo was silver with red interior when I bought her; a very traditional and classy Porsche color combo. But the Kardex said JoJo came from the factory with Aquamarine Blue with Red interior. The color combo was very distinctive in its day, but definitely not for everybody. In the end, I decided to take a 180 degree turn from my decision with MMP and I went with the original colors. MMP was no longer original and I didn't mind deviating from her factory color. But, with JoJo, every body panel still retained the 010 stamp that matched her VIN. I had the complete history on the car, original wheels, radio, light bezels, dash badging, etc., etc. JoJo needed to be true to her Kardex. So I decided on Aquamarine Blue and held my breath. My worries were unfounded, the paint and color were stunning. The red interior actually made the blue paint pop. JoJo was talking to me again. She was very happy with her new clothes and I even had the date coded 1957 wheels painted body color. JoJo had a new set of shoes too. As of this writing JoJo still has a couple of months of work to go before she's ready to set out on a journey across the back roads of New England. But unlike MMP, there have been no unpleasant surprises. We know what work has to be done and there shouldn't be many speed bumps preventing an on schedule completion.

Both cars needed me to save them, to restore their place in history. They each needed more than I had envisioned when I purchased them. But, Miss Money Pit decided to up the ante. She was restored kicking and fighting the whole way. Comparatively, JoJo just sat back and decided to trust us. She was very cooperative,

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Four Speeds & Drum Brakes

Winter Driving



Tom Tate

My guess is that even with the time it takes to get this column onto the printed page, in the mail, and into your reading room, there will still be lots of that white stuff on the ground. Enough that talking about driving in the snow won't be a distant memory. While I don't expect to see grass for at least a couple of months, it sure makes picking up after the dog an easy job. Zach is part of the Plow Team and having a great year. The Toyota truck must know how important it's job is this winter because it hasn't missed a beat. Even at 8 below zero it fired right off last week like it couldn't wait to get to

We borrowed a set of studded snow tires, filled it full of gas and junk food and drove up to Maine for the start.

work. It never leaves the property but I think we've driven it enough this year to need an oil change. I guess the columns I wrote in years past about the plow problems can all be forgotten. That rig is the best \$1500 I ever spent.



Medfield Plow Team

I haven't had this much fun since my friend Ed Sanborn and I used to run an SCCA event known as the Tri-State Rally. A

winter event run for 24 hours through the states of Maine, New Hampshire, and Vermont. Anyone could run as long as you looked like you could finish, had flares and wore helmets.

We ran a variety of cars back in those days and most were disposable as we really weren't sure that we would finish. The first car was entered on a dare when a mechanic at the dealership where we were working bet us that we couldn't drive a car that was traded in for \$100 for the full 24 hours. It was an 1100cc Opel Kadett that had seen better days. A German (of course) two door coupe, the Kadett was a cute little fast-back that had all the necessary features to run a winter rally, wipers and a heater. Plus it was priced right.

We borrowed a set of studded snow tires, filled it full of gas and junk food and drove up to Maine for the start. This was back in the day when John Buffum of Vermont was winning every contest and we were just happy to be in the same parking lot as the big dogs. There was everything from pickup trucks to Audi Quattros, lined up, with roll cages and aircraft landing lights all over the front. We had the morning to look over the other cars as the first car off was at noon and lasted until noon the following day or however long it took to get back.



Driving an Opel like this certainly wasn't going to scare anyone

Back in those days the states we were running in were content to just push the snow to the side of the road and let drivers do their best. They didn't expect to see pavement 'til summer which was fine with us. We didn't want those studs hitting asphalt anyway.

With Ed driving, my job was to read the instructions, some 14 pages, and keep us on time as, except for a few "special stages", it was a time, speed, distance rally. The stages were just logging roads that were closed to the public where you were to drive the car as fast as it would go but we were doing that on all the roads just to keep up. Like this winters landscape, the snow was piled high at every corner making it difficult to see traffic.

We had barely traveled an hour when, after a long uphill grade, the instructions said to take a left that began to start back down to the valley below. As the car straightened out and began to gain speed downhill we could see a huge snowplow coming up the hill that was clearing both lanes at once with the biggest pointed plow I had ever seen. The edges of the road were snowbanks that were



The Bid Dogs really looked ready

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Minutes of the Board

February Meeting



Marcus Collins

The February board of directors meeting was held on February 11th, it was hosted by Kristin and Dave. The meeting started at 7:55pm after a sumptuous Mexican meal.

Present were:

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

Missing were:

Chris Mongeon (Past President),
Steve gave our membership report indicating we now have:

Primary members 1,603
Affiliate members 972
Total members 2,575
Transfers in: 1
Transfers out: 3
New members: 22

Financials: Robert had sent out the financials prior to the meeting and there were no comments on it. The finances were motioned by Marcus, Adrienne seconded - the motion was approved. Bob has reviewed the accounts and recommended that because of the changes to DE this year (missing the very popular Watkins Glen event and the new track at Palmer) the board should be careful with expenditure.

Adrienne said that the current copy editor died suddenly. Adrienne is looking for a replacement - Steve suggested high school or university students. Bob suggested that Adrienne ask people in the club via the Nor'easter and Facebook whom may have this skill. As an interim Stan volunteered to do this role. Adrienne is looking for articles for the Nor'easter - a number of board members volunteered to write.

Bill came to the meeting to request \$3,000 for a new timing equipment (wire-

less vs. the existing hard wired system). In addition, the proposal is to increase the AX event fee from \$40 to \$50, which will pay for the equipment within 1-year. Adrienne proposed a motion to approve the expenditure, Bob seconded and the board agreed.

DE. The winter instructor training will be held on April 4th in The Courtyard in Billerica, the venue can accommodate up to 140 people (75 current registration). The registration deadline will be March 15, 2015. The speaker will be Peter Kraus - a well-respected speaker/instructor coach. The cost of the event will be \$50 register and pay on MotorsportsReg.

The DE Ground School will be held on March 8 at HMS Motorsports - details are in the Nor'easter and the website. Please register via the link on the NER website. 40 people have registered so far. Stan will be looking at a new tech inspector in Walpole, MA.

Steve reported on the Winter Warmer - 40 people turned up at Herb Chambers, Boston. The newcomers event will be March 15 at Porsche of Danvers (look at the website for details). EPE will host a spring tech session on March 21. The board discussed who the 2015 featured speaker should be. After a discussion the board agreed to include a question about possible speakers in the upcoming members' survey. Bill Seymour will run the survey - repeat topics will be demographics and do/don't and how to improve/increase attendance at club events.

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

The 2015 board meeting sched-

ule was agreed. Meeting dates are:

- Feb 11 - Kristin Larson
- Mar 18 - Bob Cohen (note the change of date)
- Apr 8 - Kristin Larson
- May 13 - Mike Orsini
- Jun 10 - Marcus Collins
- July 15 - Adrienne Ross
- Aug 12 - Marcus Collins
- Sep 9 - Adrienne Ross
- Oct 14 - Mike Orsini
- Nov 11 - Steve and Laurie James

continued on page 43

Happy PCA Anniversary!

Thirty Years

John H. O'Brien

Twenty-Five Years

James W. Hazen

Fifteen years

Andrew T. Weaver
Gregory A. Klander-
man
Sebastian J. Sicari

Ten Years

Christian M. Neary
John B. Greenbaum
Lloyd D. Keigwin
Mark A. Hedwall
Maurice Tripanier
Norman L. Perry
Paul R. Antrop
Sterling G. Vernon
Timothy E. Pafik
W. Blaine Stine
William G. Traut

Five Years

Alfred B. Chin
Betsy August
C.W. Skillman
Chris D. Mac-
donald
Dean Makowski
Fred Bamber
Fredrik Nilsson
George Palazzo

Turning Money into Noise

Stats



Michael Orsini

In this month's column we're going to examine some useless statistics from my recent road trip to the 52nd running of the Rolex 24 hrs. of Daytona. You can find the story and accompanying pictures later in this issue of the Nor'Easter.

1. Bags of Dorito's eaten – 2 (Don't tell Tracy)
2. Number of times the mini was given full throttle – 318 (the exact number of turns over the 11 mile stint called Tail of the Dragon)
3. Number of times Tale of the Dragon was run – 1 (Stupid Conference calls!)

Fast cars drag race, fast drivers road race!

4. Number of close calls on The Dragon – 0 (Surprising empty)
5. Number of close calls period – 1 (Q-Tips/ Naples, need I say more)
6. Number of people passed on The Dragon – 2 (one was on a motorcycle)
7. Number of water bottles drunk- 24 (It was a long trip)
8. Miles Driven according to Google – 3490 miles
9. Actual miles driven – 3950+
10. Total hours driven according to Google – 54 hrs.
11. Longest stint behind the wheel – 15 hrs.
12. Hours the Mini can travel without stopping for gas – 6 hrs.
13. Number of miles Mike can travel without a break – 4 hrs.
14. Number of times I changed the radio station – 1 million (seemed like it anyway. Not much to choose from in the hills of Appalachia)
15. Average temperature - ~ 60° F (not warm enough, that's for sure)
16. Number of rainy days – 0.5 (not count-

- ing an all-night Nor'easter)
 17. Number of snowy days in Florida – 0 (Hurray!)
 18. Number of snowy days in Massachusetts while I was away – 1 Snowpocalypse (Bahhh!)
 19. Feet of snow I came back to – 8' (Around my truck anyway)
 20. Boat rides taken – 1 (Out to the beach in Naples)
 21. Visits to Waffle House – 2 (Love Waffle House!)
 22. Lobster Dinners in Naples – 1 (Flown in from ME)
 23. Number of times Mini broke down – 0 (That's right you naysayers!)
 24. Days spent driving a 997 TT – 0.25 (Any day driving a Porsche is a good day but a twin turbo = great day!)
 25. Number of pictures taken – 230
 26. Number of four wheel drifts in the mini -1 (Coming back into MA from CT the road was pure ice and the car drifted from one lane almost into the other going around a corner. Thanks CT!)
 27. Number of tolls paid – 1 (Stiffing it to the Man!)
 28. Lbs. of citrus that came back with me – 25 lbs, more or less
 29. Total gas budget for the trip – \$203.12 (love me some \$2.00 gas!)
 30. And last but not least – Number of deer hit – 0 (I sincerely don't know how that happened as there were like a million of them on the side of US 95)
- Next month 30 reasons why winter can go to... Until then, I'll leave you with this.
Fast cars drag race,
fast drivers road race!

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Around the Cones

Past and Present



Steve Ross

Now that we have had record snow falls over the last few weeks here in Southern NE, the thought of getting our Porsches out on the road anytime soon is a mere wish at best. Yes there are some of you with Cayenne's Macans and Panameras that do drive all year round, but the vast majority has their P cars hibernating inside.

Coming up on March 15th is our annual newcomers meeting again being hosted by the nice folks at Porsche of Danvers, where all new Porsche members who have joined in the last year and half will be invited to see what activities the

Come out and meet the officers of the club along with other members and socialize, as that is the fun part of this organization

region does during the year. Videos of autocross and DE, information on our tech sessions, Concours, Ramble and other activities will be discussed. Our hosts will provide a nice spread of food and numerous door prizes for all who attend. Come out and meet the officers of the club along with other members and socialize, as that is the fun part of this organization, the interaction of the members.

Coincidentally by the time you get this issue of the Nor'easter we will holding our first tech session of the new year at EPE on March 21st. Full information and entry links are on the website and elsewhere in this issue.

With spring, and hopefully warm weather, our driving season kicks off with the Autocross school and NER/NCR novice weekend and DE in mid April. Full details also in this issue and our website.

Our "Spontaneous dinners" will commence in spring also having local restaurants/pubs host an informal get together of club members. Dates to be announced soon.

Now back to my history of Porsches, we are getting down to current times. After having the Silver 2000 Boxster for 6 years I decided it would useful to get a newer model with some of the updates that make it more user friendly. A glass back window, traction control and of course a different color resulted in again purchasing another Boxster, this time an '04 one, dark blue exterior with grey leather and reasonable miles. After adapting it tow my tire trailer (which by the way, is available for sale in our mart) I drove it in my usual venues AutoX and DE until last year finally biting the bullet and trading it in for a 2006 Boxster, this one the same color scheme as the first one Silver with Blue top and seats, plus PSM, cruise control, and a few other options. Plus one deletion that all 2005 and newer Porsche sports cars now have NO SPARE tire, they

give you some glue and an air compressor, good luck if you have a blowout.

After some initial issues with the top closing mechanism and the window operation it has become a great reliable car that I enjoy during the warm portions of the year.

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Don't Lift

Uncle!



Stan Corbett

Okay, I'm not about to move to Florida, but I really have had enough snow! The snow in my side yard is piled higher than the Cayenne; you can only see the top rail of the chain link fence in a couple places; and if it wasn't for the tire rack you wouldn't be able to see the car hauler at all. Thanks to the third (or was it the fourth?) major snowstorm in a row the DE Ground School originally scheduled for February 15th had to be delayed. The new date is March 8th. I hope not too many folks have to cancel because of the date change. Those that have to cancel

I can't stress enough how important it is for our DE'ers to read the information on the web site.

because of the reschedule will receive a refund of their registration fees.

One week after the Ground School I will be at the Newcomers' Meeting on March 15th presenting DE information and videos. I'll be available before and after the meeting to answer any questions you may have about our DE program.

For a wealth of information on the upcoming DE season see the "What is Driver's Education?" article elsewhere in this issue. One thing that bears repeating, because the message doesn't seem to get to everybody – signing up for an event without paying is not a full registration. Until your payment is received, either by check or electronically, you are NOT confirmed for the event and a space will not be held for you in the event. Priority for getting into an event is set by the date paid. This is particularly important for the Green and Yellow (beginner and novice) run groups as

the number admitted is dependent on the number of instructors signing up. It's important for all run groups at the Mont Tremblant event, July 6-8, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

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

HEADS UP! It isn't too soon to start thinking about the upcoming DE season. Registration for NER DE events opened March 1st. Don't miss out – register early and Don't LIFT! Stan

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First Time



Stan Corbett

There is a first for everything, and this month is our first column as your new membership chairs. Starting just before the new year, Laurie and I have been busy getting the handle on the Nor'Easter renewals, checks, return checks, updating membership lists and such.

The first reality was going from our paperless world to receiving dozens and dozens of envelopes for the Nor Easter renewal. Then, getting to see firsthand what a creative group we have. I am no handwriting expert but, the style of delivery of the handwritten notes with-

For me, joining the board has been the evolution of our family's membership and participation in NER.

these renewals and renewal facsimiles reinforces we have lots of preoccupied minds in our club. I hate to see the day our renewal is automated and miss all the special notes explaining why a check wasn't enclosed or signed or the dollar amount filled out.

Not to digress, Laurie and I have made steady progress transitioning membership from the capable hands of Dani Fleming and Marcus Collins. I can tell you after a month of walking in their shoes they did a lot of work over the last two years.

For me, joining the board has been the evolution of our family's membership and participation in NER. It started when Laurie and I started looking for a Porsche to buy in 2002, I made a decision to join PCA and NER to connect with the Porsche community and find a car.

During that initial membership, I purchased a 964 Cabriolet which was a seasonal driver, babied protected and covered. Life was good for several years,

didn't drive her too much as the paint was perfect, avoided parking lots, and preferred my own parade route around Acton-Concord, with the occasional light flash salute to a passing Porsche. Yet something was missing..

It was one of the innocent visits to my mechanic as I tried to press him for anything and everything Porsche that I heard the word "DE". Actually just prior he was explaining how several customers' club raced, and I was trying to wrap my head around the objective; to have fun. It's expensive and you don't win money. Ok, looks like I should defer club racing. But the message resonated "to really see how a 911 performs you need to drive it on the track". Oh and by the way to participate in a DE you need to install a roll bar or buy another car. Slippery slope begins ... A few months later I was reading the paper early on Saturday and saw the perfect DE candidate a 1988 Carrera 3.2, G-50, limited slip, triple black, after a quick call, Honey I'm on a mission call you later. Next ground school, Helmet, gloves, shoes... book a few DE dates and I was hooked.

As they say the rest is history. Over the next 10 years, I made the effort to drive some of the great tracks we have access to in the North East, participate in Auto Cross and even a few wipe and shine Concourse at the Larz Anderson Auto Museum. Recently, after a few basic DIY projects lead to more intensive repairs I helped Dave Berman R&R a 3.0 engine and complete a top end rebuild. With my tool collection growing and a list of maintenance projects completed, I am both a DIY enthusiast and supporter of the professional mechanics in our club. At our recent tour of Paul Russell and Company in Essex, Ma a group of fellow members saw a car restoration taken to the highest level. A high value, fun filled day.

A Paul Russell & Company tour, DE, Auto Cross or a social activity requires

club members behind the scenes to make these events special. The more events you attend you appreciate the teams of NER members making the dedicated effort to help others enjoy their cars, meet like minded people and have fun..

There are many examples of our club members at work in this issue, for our readers yet to take the plunge into the one of the events or social activities, make 2015 a year to try something new. After 13 years I have a few left as well.

From our first board meetings, I can tell this is going to be a great year with a few new tracks to try and events that I missed last year that are on my "to do list". Already I checked off, attendance of the Annual Gala for 2015. First timer, Laurie and I had a great time and will be back in 2016.

Meeting Porsche people and sharing their passion is why I joined; and after reading your renewals thus far we have some unique members LOL that will make any event a hoot. So hope to see you around in 2015.

2015 Calendar At-A-Glance

March

8 - Ground School
11 - Board Meeting
21 - Tech Session @EPE

April

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

May

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

June

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

July

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

August

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

September

9 - Board Meeting
18 - 20 DE @ TSMP

October

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

November

11 - Board Meeting

December

9 - Board Meeting

Ground School Moved

Sunday, March 8th

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

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

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

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

The Ground School will give you a great overview of NER's on-track Driver Education program.

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Instructor Training Seminar

Saturday, April 4th



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

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

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

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

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

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

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

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

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

DO YOU GET IT?

AUTOCROSS



NER Autocross for 2015

We have our dates, we've had a meeting, we have some news. First the dates...

NER

- April 26 - Autocross School sponsored by Conway Autoworks (registration opens March 26th)
- May 30 - Event #1 sponsored by Herb Chambers of Boston
- June 28 - Event #2 sponsored by Porsche of Norwell
- August 1 - Event #3 sponsored by Mike's Autobody
- September 20 - Event #4 sponsored by Autobahn Performance
- October 24 - Event #5 sponsored by Auto Engineering

NCR

- May 17 - Event #1
- June 7 - Event #2
- July 5 - Event #3
- August 2 - Event #4
- October 3 - Event #5

Zone 1

- August 22 - 23 - Two Day Zone 1 Event

Now the news. No wait, before that, you should know that the Autocross committee consists of Bill Seymour (AX Chair), Dave Berman (Registrar), Chris Ryan (Co-Chair), Adam Blauer, Neil Halbert, Georges Rouhart, and Aaron Walker. We also include NCR AX chair Joe Kraetsch and NCR course guy Scruffy. So if you don't like anything that you read here, yell at all of us.

Also, before the news, it would be a little pompous to say that we have a "mission statement" but the Committee did agree that we are guided by these principles...

- We are a Porsche Club, not an Autocross Club
- Autocross should be fun and safe
- We want to serve primarily NER/NCR members and, secondarily, Porsche owners (who we hope to encourage to join)
- We want to produce a slight profit for the club (but may not make a profit every year if we need to invest in new equipment)
- We view autocross as the entry level PCA performance driving event and want to be as welcoming to novices and young drivers as possible.
- Did we mention that our autocrosses should be fun?

These principles translate into a few operating decisions...

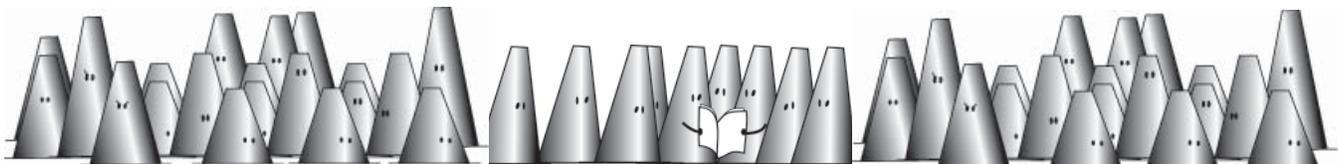
- Ideally we will have 60 – 80 cars per event and our goal is 12 runs per car.
- We will use the whole day and expect to head to the pub around 5pm.
- We will have a mentoring program and provide instructors for new drivers.
- We are fine with tire-sprayers who take this really seriously but we are equally fine with someone who has never driven in a performance event and wants to safely see what their car is really capable of.

So, finally the news...

- While we think we have figured out the timing problems that plagued us last year (NOTE: we still always got at least 10 runs!) we have decided to go wireless. This will probably mean that you can check your times (and others) on your smart phone. We will, however, continue to print labels and broadcast on FM for the near future. In addition to improved timing reliability we will now be able to put 5 cars on the course and have more flexibility with course design and tent location.
- The cost per event will increase to \$50. This is in line with other clubs and will allow us to buy the new equipment. You can buy all 5 events for \$200. And the autocross school is also \$50.
- We have made significant car classification changes. The two issues that we needed to address were 1) new models from Porsche and 2) the large variation in cars per class. The first issue is easy and won't offend anyone. The second is harder and undoubtedly someone won't be happy. However we were routinely getting car counts of 12 in two classes and only 1 or 2 in some other classes (by the way, what bank are these guys robbing since it seems that everyone can afford a GT3?). As we considered changes we were guided by the class structures used by PCA (Porsche Competition Rules) and the SCCA (Solo 2) but we preserved, to the extent possible, our historic classes. We have kept the total number of classes constant at 15 and expect that we should get counts of 3 to 8 in each class. The biggest change is that there are fewer R-compound tire classes. (And note that PCA has changed its rules so if you compete at Zone 1 in P classes you will need tires with treadwear of 140 or higher.) Look for your car in the new classifications on our website and remember when you sign up for an event that it is very likely that your class number has changed (sorry Dave)!

So here are the take-aways...

- Registration for the school opens on March 26th. We cap attendance at 45 and it will sell out. You must have no more than two autocrosses EVER to qualify – this is NOT an opportunity for experienced autocrossers to test out what they did to their car over the winter. Instructors should expect a recruitment email in March.
- If you are new to autocross you do NOT need to go to the school in order to participate in the regular season events. We are always welcoming and provide mentors (someone you can email questions to beforehand and who will meet you as you arrive to show you the ropes) and instructors (who ride with you and provide driving coaching). New drivers are encouraged: you just need to have a full license (not a permit) and, if you are under 18, you need to have dual parental permission and one parent attending.
- Registration is at <http://pcaner.motorsportreg.com/>. The only equipment you need is your car and a helmet (Snell 2005 or later – open face and motorcycle helmets are OK).
- There is a lot of information available on our website: <http://www.porschenet.com/activities/autocross/>. Please review this first. If you still have general questions please contact Bill at autocrosschair@porschenet.com or registration questions contact Dave at autocrossreg@porschenet.com.



NER Autocross Classes for 2015

Class Models in Class

- 1 924 (all), 914-4
- 2S 944 (all), 968
- 3S 911 from 1965 - 1994 including 911SC, Carrera, 964 and 930; 928 (all)
- 4S 986 Boxster and Boxster S up to 2004, 914-6
- 4R Class 1 - 4 on R compound tires
- 5S 987 Boxster and Cayman (Not S or R)
- 6S 987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)
- 7S Boxster Spyder, Cayman R, 981 Boxster S/GTS and Cayman S/GTS
- 8S Normally Aspirated 993, 996 (Except GT3), 997 (except 997S and GT3)
- 9S Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2
- 10S 997 GT3, 991 S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4
- 10R Class 5 - 10 on R-Compound tires
- 11 Race and Improved (All Porsche not conforming to Free Modifications)
- 12 356 (all); 912 (all); Cayenne, Macan, Panamera
- 13 Non-Porsche



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NER Autocross School

Sunday, April 26th

Sponsored by...



Price: \$50 (Pre-registration only)

Eligibility: This event is for novice autocrossers only! Participants must have participated in no more than one autocross season to be eligible. As always, special circumstances may apply, contact Bill Seymour at autocrosschair@porschenet.com.

Registration will open on March 26th at www.pcaner.motorsportreg.com.

Day of the Event: Gates open at 7am. Please be on site no later than 7:30 AM.

The day will begin with a classroom session (dress warmly!). Morning driving exercises will include a skidpad, a slalom exercise and another exercise that includes common autocross elements (clam shell, pivot turn, etc.). After a break for lunch (provided by us) you will take one or two autocross rides with an instructor and then take your turn driving with an instructor as your passenger. We hope you will get a minimum of 4 timed runs.

Pre-registration is REQUIRED for this event. Please do not show up at the gate unless you have registered, or you will be turned away. The autocross school will have a 45 person limit, which will fill up fast, so please register early.

For event and eligibility questions contact Bill Seymour at autocrosschair@porschenet.com . For registration/payment issues contact Dave Berman at autocrossreg@porschenet.com.

Directions to Fort Devens

The event will be at Moore Airfield on Route 2A which is separate from the main Army base.

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



2015 New England Ramble



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

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

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

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

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

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

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

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

Finally the details:

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

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

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

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

* Entrant/Co-Entrant Names: _____

Address: _____

City/State/Zip: _____

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

* Email: _____

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

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



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

Circle The Rambles You've Attended

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

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

Driver's Education 2015

Copy by Stan Corbit

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LEN THUNDERBOLT CALABOGIE MOSPORT
NT LIME ROCK NHIS MOSPORT WATKIN
OSPORT MONT TREMBLANT THUNDERBOLT
ABOGIE NHIS LIME ROCK WATKINS GLE

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 Sat/Sun | Palmer (PMP) | NER | Mar 1 | N/A | \$525 | \$285 |
| | | 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.

What's new or continuing for 2015? Another New Track, Lots More Fun:

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coor-

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

DE Rebate Program Demise:

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

For those new to DE:

Unfortunately, Novice Day for 2015 will not be part of the first event of the season. We are looking at options to conduct Novice Day activities at a later event and will provide an update if we can work this out. Please note that it is NOT a requirement to attend a Novice Day in order to participate in our DE events. All of our events provide instructors for beginning and novice (Green and Yellow run group) drivers.

Ground School:

Are you are new to DE'ing? Are you a new member of the Porsche Club? Or, perhaps, a long term member getting back into Porsche-related activities? Are you interested in expanding your Porsche experience into more exotic realms? Would you like to drive your Porsche 'spiritedly' without the risk of running afoul of the polizei? Would you like to know more about our DE program? If so, I highly recommend attending our DE Ground School which, due to weather, has been rescheduled to March 8th this year.

No more paper... save the planet!

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

Watch the NER Web Site

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

Registration Process

How to register:

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

Each region will also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases setting up your profile with the registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each registration site, you will be able to log in and will be automatically remembered. For our returning drivers, be sure to update your profile including driving

history, car info if you change or add cars AND keep your email address current! The last is particularly important as we use the registration site to send information to drivers via email.

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

When to register:

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

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

Other important information about registration:

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

A few NER registration caveats:

Registration closes 2 weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is

received, either by check or electronically, you are NOT registered and a space will not be held for you in the event. If you register after the 2-week cut-off or at the event with permission of the registrar, you may be subject to a \$50/day or \$100/event surcharge, whichever is less.

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

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

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

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

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

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

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

What can you drive at a PCA Driver Education event?

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

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are:

All cabriolets (other than Porsche 996s,

997s and Boxsters) must be equipped with roll over protection (roll bar or roll cage).

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

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

What else is needed?

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

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2005, SA2010, M2005 or M2010. In addition NER will also allow K2005 and K2010 helmets. In all cases SA ratings are **strongly recommended** for their fire safety qualities. Helmet certifications occur every 5 years and are valid in PCA events for 10 years, so this is the last year an SA2005 or M2005 (or K2005) helmet can be used.

Note: If you're buying a helmet this year, the NER Track Committee strongly

recommends that you get a closed-face SA-rated helmet for the additional safety it affords.

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

In summary:

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

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

Go to their registration site and register for events

Pay online or mail a check to the host region

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

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

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

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

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

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

Come to the track and have fun.

Winter Warmer at Porsche Boston

Well the title of this article said it all as the second of as many as 4 strong winter storms hit the Boston area on Sunday February 8th just in time to greet our NER annual social gathering at the Boston Porsche dealer.

Our Porsche guru at the dealership Rick Scourtas was on hand with hot drinks and plenty of donuts for the 45 brave souls who trekked thru partially plowed roads leading to the meeting spot. Not a bad turnout considering the weather, we had 105 folks preregistered, but most stayed out of the elements.

After the group wandered around the showroom where most of the dealers' stock of cars was inside out of the weather, attention was riveted on the 918 with its attached electrical cord front and center. (See accompanying pictures.

Rick then commenced his talk on what is new with Porsche relating his adventures driving a 918 amongst other new offerings coming up this year.

Then on to the raffle items, cases of oil, plenty of posters and Porsche calendars were given out as were NER patches and magnetic emblems courtesy of the region.

Rick fielded numerous questions concerning not only the new product but current offerings and explained how his dealership can either find the exact Porsche you desire or order it to your specifications.

With the sun coming out people started on their way home and we thanked Rick and his staff for their hospitality.



PORSCHE

918 Spyder MY15

Displacement: 4.6 liters
 Power: 129 hp (Front Axle Electric Motor) -> 156 hp (Rear Axle Electric ...
 Transmission: Porsche Doppelkupplung (PDK)

Optional Equipment (Page 1 of 1)

- Exterior Color: Liquid Metal Chrome Blue
- Interior Color: Leather Interior in Onyx Black with Piping in Acid Green
- Stone Guard
- Porsche Doppelkupplung (PDK)
- Front Axle Lift System
- 918 Spyder Magnesium Wheel (20/21-inch)
- Glare Reducing Interior Package
- Cup Holder
- HomeLink® System
- Electric Comfort Heating
- Carbon Floor Mats with Acid Green Piping
- Lightweight Bucket Racing Seats
- Supply Cable for NEMA 14-50 Electrical Socket
- Vehicle Cable (25 ft)
- Porsche Universal Charger (AC)
- Multifunction Sport Steering Wheel in Alcantara®
- Roadster Tops Finished in Carbon Fiber
- Rear Wing Finished in Carbon Fiber

| | |
|---|------------------|
| Manufacturer's Suggested Retail Price (MSRP): | \$845,000 |
| Price Total for equipment: | \$148,725 |
| MSRP including options: | \$993,725 |
| Destination Charge: | \$2,975 |
| Total Vehicle Price: | \$996,700 |

This document does not replace the label affixed by the manufacturer to the window of this vehicle pursuant to United States law. That label contains additional information and legally required disclosures. Please refer to it before making your purchase decision.

Porsche Code: <http://www.porsche-code.com/PF4UW933>



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Mont Tremblant
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News from Porsche Cars NA and Porsche AG

Services and Supplies by our Independent Sponsors and Porsche Dealers

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PorscheFest Concours d'Elegance

Guest Speakers

Event Highlights and Photos

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48 Hour of Watkins Glen
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Tech Inspectors for DE Events

ONLY \$15

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

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Mail to: Dani Fleming, 16 Meriam Street, Lexington, MA 02420 - Enclose a check for \$15 payable to NER/PCA.
Note: All subscriptions for current subscribers must be received by February 15, 2015 to insure continued receipt of THE NOR'EASTER.



NEXT
11 MILES

A Road Trip to End All Road Trips

Copy and Photos by Michael Orsini

I'm back from Florida. Didn't know I was traveling? You mean it wasn't in the Board Meeting Minutes? That's right, I sacrificed my body and soul to go down to Daytona and take in the Rolex 24hrs for all of you. I also took side trips to Tail of the Dragon, St. Augustine, Orlando, Naples, and Sebring. I'll try and give you the highlights. The idea for the trip started with me unable to stand the weather anymore, and a race that I've never personally been to. Anyway, I've been frozen to the bone since November and I couldn't stand it anymore so – off I went. I decided to go last minute and that I would stay a couple of weeks or until I got tired (I never tired of the weather). I did have to be back for a "work" party at an old boss' house, but that wasn't for a couple of weeks. I made the party – but I had to drive all night to do

I decided to take the westerly route out US 84 and over the mountains of PA on US 81, as that seemed the quickest way to reach the road everyone knows as "The Dragon." I drove 15 hours the first day and reached Knoxville, TN; where I stayed for the night. The next morning was beautiful and I hit the road early, as I knew that there was limited cell phone coverage in The Dragon and I had a conference call at 10AM.

Never heard of Tail of the Dragon? Here are some fun facts about the 11 mile, 318 turn road from Tailofthedragon.com. US 129 was once an animal trail that was also used by Native Americans, (I can see them now - drifting their horses) then hunters, trappers and eventually the British in 1760, to build a fort (Russell Castagna will remember that). It was first paved in 1934 and became popular in the 1980s with the motorcycle crowd. Needless to say, it's a windy road with approximately 1400 feet of elevation change. The speed limit used to be 55 MPH, but due to countless deaths (mostly motorcycle), it was recently reduced to 30 MPH. But you'd be hard pressed to find anyone doing that. Tractor trailers, which can't negotiate the tight turns anyway, have also recently been banned.

I arrived at the northern end of The Dragon at about 9:15 AM and contemplated not entering due to the time, but not wanting the road to get busy, I decided to go for it. The Dragon is basically a third gear road in the Mini, so that's where it stayed for the most part. In order to maximize exit speed, I used left foot braking. It wasn't long before I caught a guy – on a motorcycle. I laughed

Mini Cooper



The Dragon



Tree of Shame

as he pulled over to let me by, but I also gave him a wave to thank him for not impeding my progress. I only passed one other individual, so in 11 miles of road, just two people. Not bad! To give you an idea what the road is like – I love roller coasters and never get nauseous. By the end of the road, at the speed I was traveling, I was nauseous. Most of the corners have positive camber and they're tight and on top of one another. Nonetheless the road has a rhythmic flow to it and you never feel like the next corner was rushed. It's difficult to stay in your own lane, but necessary, given the sheer number of blind corners. I practiced looking through the woods when I could, which was a bonus to driving it this time of year. When I reached Deals Gap, I parked the car to get out and look around. When I did, I could smell each and every corner of the car and felt the heat coming off. I parked next to an early 2000ish Porsche Boxster and approached the only guy around who was indeed the owner. We struck up a conversation and took one another's pictures at the dragon and at the "Tree of Shame". We continued to chat away about the Porsche club and I believe I even tried to recruit him into the club. When I examined my watch I nearly had a heart attack. It was 9:50 and I only had ten minutes to make it into cellphone range to handle my conference call. There were two roads ahead of me and I didn't know which way to go as I'd been relying on my phone for electronic maps. Well, my homing pigeon like sense of direction didn't fail me and neither did my advanced driver training as I needed both to make it into cell range. I literally had just broken into range when my phone rang.

After my call ended, I plotted a course to Daytona, lamenting about not being able to linger longer at The Dragon, but fondly recalling my smoking wheels. It took forever to reach a major highway and I really got some insight into what it's like living in the mountains of western North Carolina and Georgia. With the exception of all of the Police, busy pulling people over, the drive was pleasant with the highways of Georgia lined by peach and nut trees. I reached Daytona at about 9 PM - just in time to catch all of the teams at WingHouse where I sat down and enjoyed a plate of

wings and a beer.

The next morning was the second full day of practice and most of the vendors were just getting there and setting up. It was an excellent day for watching, as the temperatures were in the high sixties or what's known as tee-shirt weather for northerners. The Floridians were in their parkas, hats and gloves. I took an extended trip through the garages and marveled at the latest tech and watching the teams practice changing drivers. Later in the day was qualifying for all run groups and I watched from the highest point on the track -the newly constructed stands on the front stretch. I had just sat down when right in front of me the #93 TI Automotive/ViperExchange.com GTLM Dodge Viper GT3-R (eventual Rolex 24 winner in GTD) of Kuno Wittmer lost a wheel and began a spin at 180 MPH. I watched it do a 1080 before eventually coming to a stop, unscathed, on the outside of turn one. Wow that must have been petrifying!

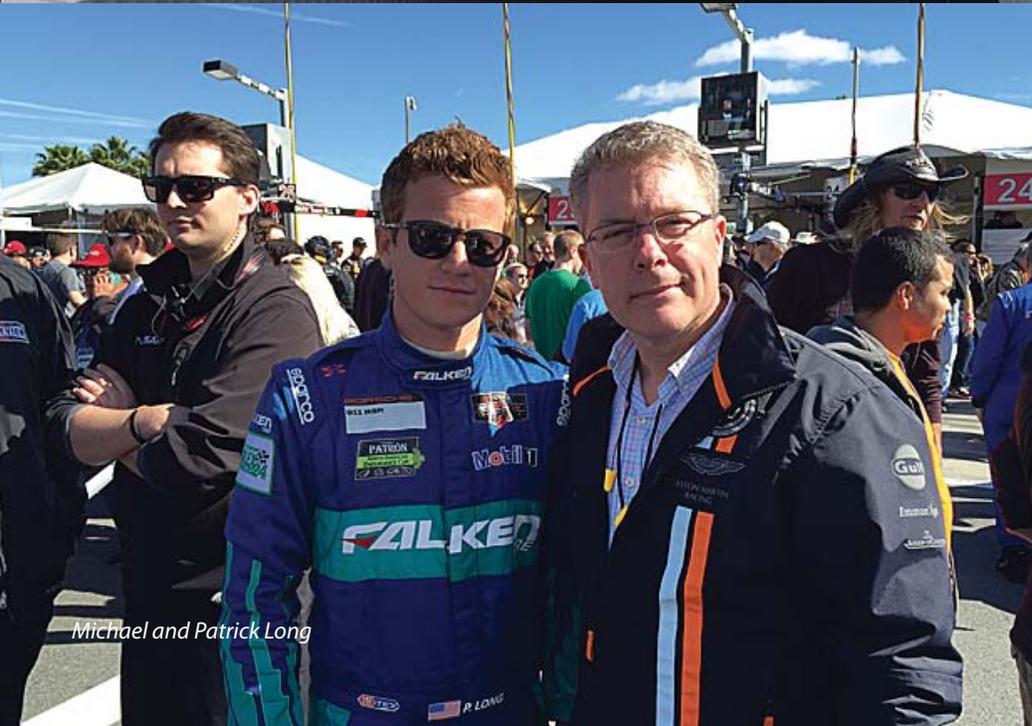
The weather was turning south and I decided to take the next day off from the track as it was going to rain anyway. I found a place to stay, on the beach, in St. Augustine and took off in that direction. That night there was the Florida equivalent of a Nor'easter...driving wind and rain that went on all night. The next day was overcast but warm. I spent the day reminiscing about my childhood trips to visit my grandparents. They had moved to St. Augustine when I was a child. We went to visit once a year and my favorite things to do on vacation when I was a kid were on the list to do once again. In the morning I set off to Old St. George Street to take in a local bakery. At The Bunnery, I found myself an almond croissant and a latte. I settled in to enjoy a morning of the local paper and planning the rest of my day. The Old Jail built by Henry Flagler in 1891 was definitely on the list as was St. Augustine Alligator Farm. I hadn't been to either for many years and I was feeling nostalgic for a visit. I did the Old Jail first. I forgot some; remembered some and fully took in how much had changed, yet stayed the same over the years. Next up was the Alligator Farm, which wasn't at all like it was when I was a kid. It used to be just a huge pit with alligators in it and now it's a modern zoo filled with everything from albino crocks to dinosaur like birds. After a long

day of touring I decided to spend another night in St. Augustine and head to Daytona the next morning for the start of the 24.

I did the hour long drive to Daytona that morning and went straight to the back lot to pick up my pass and entrance to the Taste of The 24 for later that night. The morning was cool, crisp, raining lightly and I arrived just in time for the start of the Ferrari Challenge race. I wanted to see it because Joe Cortney, a fellow Porsche Club member was taking part. Unbeknownst to me, he had suffered an engine malfunction the day before and was starting from the back of the grid. After the race I went to his trailer and he and Peter Arget-singer were talking about the race. Now for those of you who don't know who Peter is, aside from being one of the nicest guys you'll ever meet, his father was the founder of Watkins Glenn International and is quite an accomplished racer himself, having competed in Formula cars in Europe during the 1970s and 1980s. Anyway, I got the scoop on what happened to Joe and we chatted for a while before another famous face showed up. In strolled Chris Musante of Musante Motorsports, another great guy and accomplished PCA racer turned shop owner. While Peter and Joe headed off to get some lunch Chris and I decided to take another cruise around the pits as the 24 hr was kicking off with the annual parade. Chris knows quite a few people and so this was a strategic move on my part, as now we walked up to the best teams and said hello. While Chris talked with the guys from Dempsey Racing/Tully Coffee I caught up with Eric Curran, whose Action Express Whelen #31 DP car scored a podium finish. I first met Eric a couple of summers ago at a LCMT DE where he was coaching Dave and Sarah Kuchrawy. He hails from Western MA and lives in FL now. Smart move! Further down the paddock I spotted Pat Long, who had a huge crowd around him and the Falken Tire #17 Porsche 911 RSR. He was, as he's very well known for, answering questions and doing interviews and just being the consummate gentle-



Daytons, Turn 2 entrance.



Michael and Patrick Long



Weather Tech

man. Anyway, I spotted an opening and introduced myself as a fellow Porsche Club Member, amateur racer and PCA Board Member. I asked him if he would mind posing for a picture, which he graciously agreed to. I would really love to have a little more time someday to pick his brain because he really can wheel a car. Anyway, I moved further down the paddock and ran into Will Turner. Again, the consummate gentleman - I told him who I was and that I was from Massachusetts and that I had been to his shop several times. I had never met him before but again felt it would be great to sit down and pick his brain. I then worked my way over to the Taylors and their Konica Minolta Corvette DP car. Jordan Taylor is one fast, funny guy and probably a little wacked. He posts some pretty crazy things to FB and I told him how much I enjoyed his posts and wished him good luck in the race. They have come so close to winning over the years. They would have finished first or second this year, if not for the fact that Jordan timed out and they had to do a last minute and unscheduled driver change. It was all for naught, however, as after the race all points and prize money were stripped for the infraction.

By this time Chris had to leave to catch a flight back to MA. I asked him if he was going to the Sebring PCA race the following week and told him I'd see him there. On my way back I spotted a very tan white haired gentleman sitting on the paddock wall. I had to look twice because there sat Hurly Haywood without anyone around. I thought, ok, well, can't let this opportunity pass so I sat down, introduced myself and had a pleasant but brief discussion with him. Of course there wasn't anyone around for a picture! By this time they were shooing everyone out of the paddock for the start of the race. I walked over to the Porsche Paddock Parking on my way back and introduce myself to Manny Alban and a few other folks from PCA, Porsche NA and Michelin Tires. Porsche NA had the new 991 Targa and were demonstrating the roof mechanism and highlighting the features of the car.

I decided to watch the start, and strategically positioned myself for The Taste of the 24, over on the far side or backstretch of the track. There's a large platform named The Budweiser Platform there and while the beer is bad, the viewing is good. The platform is right in front of the Bus Stop

Daytona, Front Straight



Sebring, Front Straight



or chicane, again, on the back straight. The speed approaching it is close to 200 MPH and they have to brake to about 60 MPH or so to make it around. Needless to say – things happen there. The most interesting thing I saw was a LMP2 car spinning and then a Ferrari clipping the rear quarter. It was almost a major event as the LMP2 car came back onto the track stalled and then almost got hit broadside by the Ferrari. If not for the very quick reflexes of the Ferrari driver it would have been a very big incident.

The sun was beginning to set and I was getting hungry, so I set off to get in line for the Taste of the 24. The Taste is a charity event held in the media rooms on the back stretch of the track. Each room is a different restaurant with a sampling from their menu. You can visit about 30-40 different restaurants all while enjoying the race below. I joined up with a couple of friends that I met there and had a very enjoyable night eating, drinking and talking the night away. Around 11:00 or so the event ended and we said our goodbyes; having had my fill of racing I set off to my next stop in the city of Orlando.

I had intended on stopping in Orlando and doing two days there visiting the theme parks. I hadn't done Sea World so that was first on the list. I got there early but to no avail – the place was packed full and you couldn't move by 11 AM. I planned on doing the coasters first. As stated previously, I love coasters and wanted to get on the two the park has as early as possible, which I did, but only once each. The lines had gotten so long that I didn't want to wait. I conceded the rides to the crowd and decided to spend the rest of the afternoon watching the shows. They're all amazing, but they're a little heavy handed with the message about how much good they're doing for the animals and environment. I know what they do is important, but let's not kid ourselves; they're in business to make money and they utilize animals to do it.

Not wanting to compete with the masses again the next day, I set out for Venice, but not before hitting the local Kart track where I posted a mid-pack time verses what I could only describe as the local Track Rat Pack. One of them even T-boned me to keep out of contention or at least that's the story I'm stick-

ing to. Anyway, I've been contemplating a purchase in Venice for a while now and wanted to look into the market more. Venice is located on the West Coast of Florida on the water of the Gulf Coast. Its two hours to Sebring or Daytona and about 3-4 hours from Homestead/Miami. Barber Motorsports Park, as well as tracks in Georgia and North/South Carolina also come into play. Can you see where I'm going, right? Casa Orsini South! Due to time and the cold (it was 50 F) I didn't get to look as long as I wanted. Next trip!

Next I headed south in search of warmer weather. Tracy's parents reside in Naples for the winter and had been urging us to come down for a visit. I spent four days in Naples enjoying their company and soaking in the sunshine. We went out for lobster on the last night there. Maine lobster, flown down that day and the line to get them was out the door. Apparently, there are lots of New Englanders in Naples.

The next day I received an email from my very first DE instructor, Russ Radcliff. He lives in Estero, FL during the winter and he wanted me to come by for a visit, and a drive in his 997 Turbo. Yes! I started out at 10:30 AM after having loaded up the car with enough Florida citrus to make it through an entire winter and headed up the road. Estero is about 15-20 miles from the coast and Russ lives in a beautiful golf community. I greeted him talking with his next door neighbors and we set off for a tour of the house. It's a fabulous home located on the back side of the development near the 14th tee. There's a pond out in front and undisturbed wetlands out back. He has plenty of tales of wildlife including a run-in or two with Florida panthers. Around 11:30 or so, we set out in the Turbo, for a drive around town. He asked if I wanted to drive and of course I did. We took it easy through the development but once out on the open road I opened her up. Not my car, so I quickly dialed it back and then we turned around and went for lunch. We ate lunch at the Country Club and on the way out scanned the parking lot to see what was parked there. Needless to say, there were some pretty nice cars in the lot. I said my goodbyes as I started off on the road to Sebring.

Sebring is located in the middle of the state of Florida and there doesn't seem to

be an easy way to get there. I enjoyed the long ride through the cattle farms and orchards of central Florida arriving at the track about 3 or 4 PM. I hadn't been to Sebring before and it is quite the town and track. I once again caught up with the Musante crew which now included his wife Lisa, Racers Joe Courtney, Carl Tallardy and Chris's crew Steve and Craig. I also visited with the staff at Monticello Motor Club. I saw Peter Bassett, from our very own region, during practice, but I didn't get a chance to talk with him.

As the sun started to set I had the option of finding a hotel for the night and getting up the next day to head home or just bite the bullet and start for home. You see, I had that party to get to on Saturday and a weather system was moving in that may prevent me from making it home with my summer tire equipped Mini Cooper. You know where I'm going with this correct? That's right, I chose the latter. I called T at about 6:00 PM and let her know I was on my way home. It took about 2-3 hours to make it to a major highway, but after that, I drove until 3 AM when I could no longer keep my eyes open. The sides of the road were littered with deer anyway and I feared one would dart out in front of me. There were literally hundreds if not thousands of them on the sides of the road through Georgia, South/North Carolina, and Virginia. I thought those were big hunting states? Anyway, at 3 AM I took a 45 minute nap at a truckstop and then started back on the road. Two hours later I started to feel sleepy again and pulled into another rest area and slept another 45 minutes. I then drove twelve hours straight through more than one blinding snow storm and arrived home about 5:45 PM that day. If you've been following along, that means that even with 1.5 hours of sleep, I still made it home in less than 24 hrs. from Sebring. Don't try this at home I'm a professional!



Porsche Announces the Cayman GT4

Porsche's GT family is proud to announce the addition of an exciting new member: the Cayman GT4. This is the first Porsche GT sports car based on the Cayman and features components of the 911 GT3. Clocking a lap time of 7 minutes and 40 seconds on the North Loop of the Nürburgring, the Cayman GT4 earns the same lap time as the 2011 911 GT3 and positions itself as the new benchmark atop its market segment. The Cayman GT4 clearly demonstrates Porsche's dedication and passion to continue to promote truly industry-leading two-door sports cars in the future – sports cars that are developed at the Motorsport department in Weissach. The engine, chassis, brakes, and aerodynamic design of the Cayman GT4 are configured for maximum driving dynamics while retaining the versatility and everyday utility that are typical of the two-seater Porsche coupe. Powered by a 385 hp 3.8-liter flat-six engine derived from the 911 Carrera S engine, the Cayman GT4 transmits its power solely through a six-speed manual transmission with dynamic gearbox mounts. Zero to 60 mph is accomplished in 4.2 seconds; its top track speed is 183 mph. The chassis – which features a 30 mm lower ride height and a generously sized brake system – consists almost entirely of components from the 911 GT3.

Ready for the race track: The first Porsche Cayman with added downforce at both axles. The exterior of the Cayman GT4 highlights it as a member of the Porsche GT family and provides a clear distinction to related mid-engine coupes. Three pronounced inlet openings at the front and a large fixed rear wing are part of an aerodynamic package which is systematically designed for downforce. Upon request, the performance capabilities of Cayman GT4 can be taken even further.





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Four Speeds and Drum Brakes - continued from page 9

taller than the Opel and with nowhere to go it looked like curtains for us and the end of our Rally. We were still headed downhill at a good clip with my side scraping the banking as we braced for contact with the plow blade. Turns out that it was a "gang plow" (new to me) that had a vehicle width pointed blade in the center and a blade on each side that could be raised by the operator to avoid obstacles (and Opels). At the last moment the blade on our side was pulled up in the air and J Edgar Opel slipped right under it, only losing the radio antenna in the process. I'm not sure how close it was because I had closed my eyes and ducked my helmet down knowing the end was near.

We probably drove for another few miles before we spoke, it was that close. As night settled in the temperature started dropping. At each check point the navigator (that was me) was expected to jump out of the car and retrieve the timing slip to see how we had done on that leg of the rally. There were always a few minutes before the assigned time out, so we could get organized for the next leg. I have to say that based upon what I know now, we really weren't very well prepared for cold weather. At one of the checkpoints after dark, I hopped out of the car to get the slip and I thought I had left my pants in the car. With just jeans on, no thermal underwear, below zero temperatures, and a steady 30 mph wind blowing it was good to be the driver that didn't have to get out of the car at every stop. It was all the Kadett could do to keep up with the cold even with cardboard covering the radiator. With only 1100cc's pushing us down the road there wasn't enough heat to keep the ice off the inside of the front windows let alone the outside. All part of the adventure.

We went on to finish the rally, which put us somewhere in mid pack for the unequipped class also known as "seat of the pants", and boy were we. We won the bet by finishing the rally and the prize was J Edgar Opel, which we sold for \$200 as I recall.

That was the inspiration for entering the next few years in a variety of cars

that included, a Ford Pinto (Ed's show-room stock ride), and a four wheel drive pickup. We always finished and in fact got better at it but I can still remember how terrible the coffee tasted when poured from a thermos at 4 am.

Ice racing has always been part of the winter driving mix and PCA started running ice races on Newfound Lake in New Hampshire back in the '60's. The events were run like an autocross with times runs over a marked course since nobody wanted to risk damage to their cars by running wheel to wheel. Timers sat in a car with stop watches and timed the car, and the car with the fastest time won. There were classes set up that placed cars depending on engine location and tires used. Anything that could make it out onto the ice could run from new Porsche's to winter beaters.

There was a small lodge with a restaurant that became the base of operation back in the day as the main room overlooked the lake for easy viewing. The Wagon Wheel Inn had a dozen or so rooms available, so a few of us would go up on Saturday for a Sunday event. It also gave us a chance for a little "night practice" after dinner and a few drinks. We were always a lot faster at night it seemed.

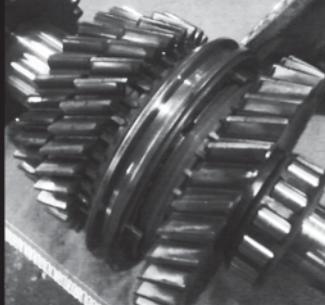
After dinner one night, Bob Johndrow, suggested that we take his 12 year old Ford LTD wagon out for some practice. We sent him out to warm it up so we wouldn't all have to get bundled up for the ride. With every seat taken we set off across the lake to see how fast it would go. The lake was 7 miles long and 3 miles across so we had plenty of room. There were some frost heaves that made the ride petty bumpy as we all laughed hysterically.

What we didn't realize was that Bob's winter rat wasn't really set up for high speed runs across a frozen lake. Somewhere about mid lake we hit a

sharp bump that threw the unsecured battery into the radiator fan (what's that noise?) that promptly eliminated 12 volts from everything in the car and brought us to a stop like you turned off the key. There we were, at least a mile from shore (can you see the lodge?), not a coat, hat or gloves between us and it was below zero with a strong wind blowing. At that point Bob asked "who's walking back to the lodge to get help?". That person would be the owner who got us into that mess. With the engine dead it got pretty cold in that LTD before help arrived.

In the '80's PCA National decided that our insurance wouldn't cover ice races and the fun was over. Many of our members were also BMW people and that club stepped up to take over the event. The Jackson family, who live on Newfound Lake, have been running the event ever since as reported in this column for the last few decades. We have digital timers, a timing hut/bob house and some years even a practice course for even more ice time.

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The ice is all ready for us again this year even though the first two week-ends have been postponed due to major snow storms in the Boston area where most of our drivers live. With the winter we're having this year we may be driving on the ice until June. Information on the BMWCCA - Boston website.

Pearl, the Audi RS4 is all dressed up with some new shelf paper ready to play, come up and join us.



Minutes- continued from page 10

Dec 9 - Bob Cohen

The next board meeting will be held at the home of Bob Cohen on Wednesday March 18th at 6:30pm.

With no further business proposed Kristin asked to close the meeting Marcus seconded the proposal and with no dissenting votes we adjourned at 9:32pm.

Oil and Water continued from page 8

helping and guiding where she could. They are both stunning restorations that I could just stare at daily, but they took very different paths. They each rewarded and tortured me in their own way, but MMP was more sadistic. She earned her name change. JoJo turned into the girl next door that your mother loved, while MMP turned into the bad girl that you wouldn't even introduce to mom. It's been quite the journey and a priceless education.

After 18 months of ownership neither is complete; I haven't driven either car past the end of my driveway. But I can without a doubt say that, I can finally see the light at the end of the tunnel, and the length of that tunnel gets shorter everyday.

Until next time, drive safe!
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On the Edge continued from page 6

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2011 Panamera 4,
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2011 911S,
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2010 Cayman s CPO meteor gray with black interior, red stitching and seat belts. Two sets of wheels and tires included 18" and 19" with sport all seasons. 19,000 miles. CPO warranty until 2016 and transferable to new owner. Lots of options. <https://www.facebook.com/2010caymans> Asking 48,990 Located in Harrisburg, PA (2/15)

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