

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

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

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

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

My staff and I would be happy to go "the extra mile" with you.



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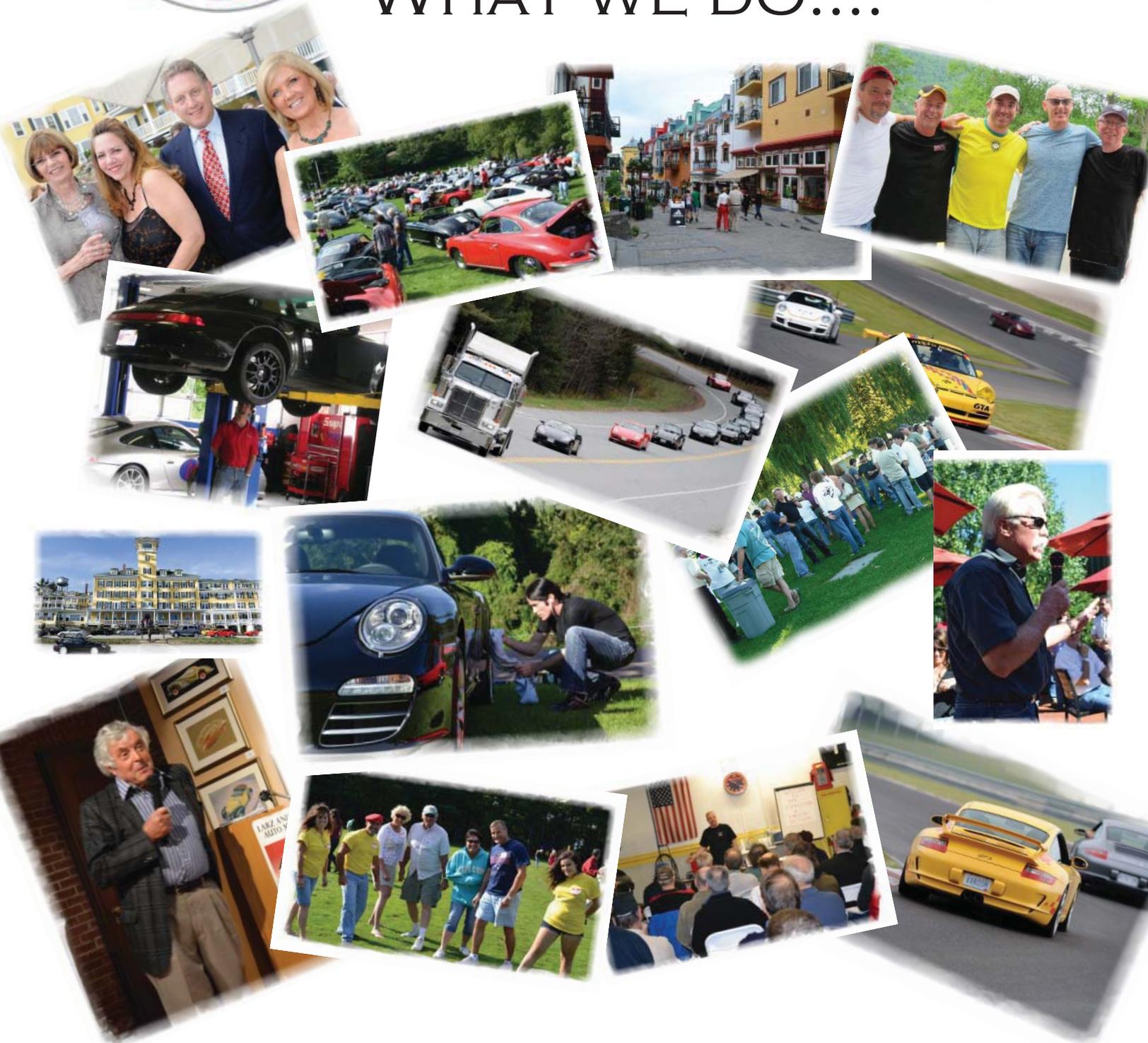
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POORSCHKE



WHAT WE DO....



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ISSUE NO. 5

MAY 2015

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Cover Photo
Courtesy of
Richard Viard

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

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

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Editor Adrienne Ross

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Copy Editor -

Advertising Mgr. Adrienne Ross

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

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

All checks payable to NER/PCA

Advertising Rates

Full page - \$104/issue

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

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

Half page - \$83/issue;

One third page - \$68/issue

Quarter page - \$52/issue

Business card - \$37/issue

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new features, updates and
changes in schedules.

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On the Edge

of Organized



Adrienne Ross

I'm a fairly organized person. Some of it stems from necessity, some from my own personal errr preferences. OK, OK proclivities...

I was reading an article about how one kept one's desk, and what it said about you. At work, I keep no personal mementos anywhere, mostly because I have a temporary working space right now as we reconstruct the building we just inhabited. Some people live in constant disorder at work. Piles and piles of papers, doo-dads, fiddle toys, pictures, calendars, office sup-

In the above mentioned glass case are some of my riches. I once won a "Born to Race" trophy, at a private car show that I treasure.

plies, etc. I don't disapprove at all. If I have a permanent space, it would be filled with my crap.

There are studies done about how people keep their desks. They say people with messy desks are more creative, more productive, and more intelligent. Mark Zuckerberg, Einstein, Steve Jobs, all messy desk people.

That's good news for me – because my whole office at home is a genuine mess I love my office. It's transitioned into an accurate snapshot of who I am and my priorities. Over my desk are pictures of myself with Sir Jackie Stewart, Vic Elford, Brian Redman, and newly – David Hobbs. My helmet and gloves are perched on top of a glass display case full of things and toys people have given to me, or I've won. It has the highest perch (read place) in my office, all of the integrated radio cords hang out at bizarre angles, begging to be re-organized before I hit the track this season. It never happens...

Hanging next to that is the front fender of the BMW I drove in my very first race. It lost the fender when there was a little touching happening in turn three at NHMS. I remember it fell off in the garage

overnight, I claimed it as my own, and proudly popped it up onto the wall under my daughter's perplexed gaze. "Mom, what IS that?"

"It's a race trophy honey - go do your homework."

In the above mentioned glass case are some of my riches. I once won a "Born to Race" trophy, at a private car show, that I treasure. There's a Dakkar Porsche model my old boss picked up for me once in a thrift store. She was confounded by my passion for motorsports, but was always almost maternally supportive.

There's a big cookie jar full of all the wristbands I've had on in the past 5 years, from green to yellow to blue. There's a few from Sebring when I worked the grid for the 48 Hours of Sebring, and a few from other race tracks, other events. I remember each one.

Under the stacks of books for work, or driving, or that I'm supposed to review, are piles of car magazines. I know I'm not the only one who can walk past a magazine pile a foot tall, promise to read SOMETHING soon, and keep walking. It doesn't seem to be uncommon. I'm surprised by how much I miss driving in the winter, but don't satiate myself with car magazines. Maybe it's too painful to see other people driving, when I can't even find my driveway. But come spring, I'm ravenous for them – and I read Grass-roots Motorsports from cover to cover – pulling out pages to file for later.

One of my favorite things in the office is bunch of lanyards and passes that I've collected in 5 (really short) years. Pit passes to Indy, NASCAR, and Grand-Am. There's my crew card for Lamborghini, my VIP cards from before I became crew with them, my hard cards (crew for Grand-Am), and my Monticello guest pass. They all hold a special memory, and every single time I look at them, I remember how amazingly blessed I have been in my short time in Motorsports.

I think we all have a collection of

baseball caps with car logos on them. I have started to pass up new Porsche hats. I have five that I already don't wear often enough. I have some other marque's hats that came with special events, some are autographed, and some are obviously favorites, some I've needed to retire some before I wore them completely out.

I've gotten apparel gifts as well – the shirts all hang on pegs in the office. A Ferrari F1 shirt – which I adore. I wear it out once in a while and people love it – it's from Senna's era. TRG, Lambo, and a few other teams grace the shirt pegs... each one means something special to me.

I've seen better collections of errr stuff. George Carlin does a great bit about stuff, buying a house for your "stuff." If you haven't

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In This Issue...

The talk of the summer is track time! The talk of the Board is to get more folks involved in the Club. We're working hard on new types of events that might be fun for our members. We're working on a 4WD course for those of you with Cayennes and Macans. We're also working on more "family friendly" events, and are looking for suggestions. If you've done something fun, or visited something cool, let us know. Please keep in mind we car a car club - so we need to incorporate them somehow.

We have a new contributor this issue, Tom Day. He's embarked on a new adventure, and is looking for some like minded folks.

Spring is alive with events. SoBo - our South of Boston contingent is active and hangin out at Cars and Coffee. We've got a few other Cars and Coffee events to look forward to as well.

As the summer heats up - please come and hang out with your fellow enthusiasts - volunteer to write an article about it. Fine a Board member, say "Hi."

Enjoy the issue.

Up To Speed

Beginning of the Season



Kristin Larson

After last year's first event debacle, I decided I would plan better this year. Those who know me know I plan and likely at times, to an extreme.

Quick recap of last year and the first event at New Hampshire. We lost the Porsche key the night before the event after dropping the car off in its garage in New Hampshire. Easily solved, I never took it out of my purse this past winter. But last year I didn't have the spare key in my purse yet, so I drove back home, got the spare and drove back up with 10 minutes to spare to my first run. We later found the key in the parking lot

We lost the Porsche key the night before the event after dropping the car off in its garage in New Hampshire.

of Makris Restaurant. Secondly, he who knows himself will not be borrowing my phone to Google anything this year; luckily he has upgraded his phone and can lose his own phone.

So now after the two issues from last year resolved, what can I try to prevent this year? We had the tech inspection done early in case any issue arose from that. Nothing. Check. We remembered to get a new windshield as something hit it at the last event and was close enough to the line of vision. Done. Check. John Lussier just sent out the Track Pac so that is all printed and in my folder. Check. We leave Thursday for the first event so I have started a list of things to pack including numbers, coats, chairs, water and beer. Check.

I got home from work yesterday to find Dave in a similar mode. While I handle many of the preparation items outside the garage, Dave handles most of the items within the garage walls. It is a nice separation of duty and works great for us.

Dave had given the car a bath so she will look pretty for the season opener. He also has the bins we use all out and ready to be loaded. Some of these bins stay as is for the season, in theory, so by the end of the

season, everything is everywhere. We will have lots of spare parts for the older 911s, tools that may be needed in only the obscure scenario, cleaning supplies and many items in between. It will be nice to start off fresh and organized.

The coordination to get all the cars up to New Hampshire is done, as the Lemons car is up for its debut with the new 1.8L engine. Since all the guys tow unstreetable cars, Dave and I have been the ones to bring up the Lemons Miata. We all hope she runs well as she is scheduled for the Lemons Race down in New Jersey next month.

So what will be forgotten? We will know only when we realize we don't have it. This seems to be the case every year with the first event. We can only hope whatever is missing, someone else has a spare for us.

NER's first event is May 9-10 at Thompson Speedway so hopefully you read this and plan to avoid the errors I have made in the past. As of mid-April, there is still room to sign up so hope to see many of you there.

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Oil and Water

No Room at the Inn



Mike Kerouac

Sitting here in mid April, I started thinking about Spring cleaning. The snow is finally gone and we just had our first 70 degree day. Spring cleaning is usually about creating space. After paying my taxes a few days ago, there is definitely space in my bank account, so no Spring cleaning required there. But other parts of my life could use a little Spring cleaning.

I'm not really a collector, I'm more of what I call "An Accumulator". I have an interest in something or I develop a new hobby and I begin to accumulate things associated with that interest/hobby. Unlike a

I have multiple interests like sports cars, photography, race cars, watches, die cast models, magazines, books, sports memorabilia and even art.

collector, I don't pay any real interest in the collectability of an item. By that statement, I mean that I don't care if something has a potential future value. I may buy limited edition items because I find them interesting, but I rarely buy them because I hope they will be worth more in the future. My mindset does drive some of my friends, who are classic collector types, crazy, but it works for me. I accumulate, I don't collect.

For my wife this is a bit of a challenge. I have multiple interests like sports cars, photography, race cars, watches, die cast models, magazines, books, sports memorabilia and even art. We moved into our current house in 2009. We transitioned from a 4 bedroom, 3 car garage home on 0.5 acres into a 4 bedroom, 14 car garage home on 6.5 acres. A short 5 years later there is "No Room at the Inn."

The first year we owned the house, I only filled up 5 of the 14 garage spots. I had plenty of room to store cars for some friends. By year 3, I had added a few street cars and several track cars, the Inn was full. I actually paid to store a couple of cars at

other locations that winter. By year 4, the track cars had thinned out a bit and I had to turn some friends away, but all of my cars fit in the garage space. Once again the Inn was full, but manageable. (I haven't mentioned the accumulation of car parts on the second story of the car barn. We'll save that for a future column.)

This year was a bit different. I've now reduced the track car fleet to one, the 2008 Porsche Cup Car. I've also reduced the street car fleet down to six, two Porsche, two BMW 2002 Tii, a 61 Corvette and a 70 Chevelle 396 SS. Even with my wife's three cars, we had room at the Inn. So the cars of a couple of friends found a home for the winter. I could honestly say I did some Spring Cleaning on the track cars and sports cars. But what about the rest of the items I had accumulated?

The basement storage area has piles of stuff. I have baseball bats signed by guys that never even made it past AAA ball. I have diecast of Nascar drivers that no one even remembers. I have posters of cars that no one cares about anymore. I have stacks of programs from sporting events I attended and I have empty boxes from items that are on display on shelves in my game room. The storage closet in my game room has piles of stuff too. All of the back issues of the Nor'Easter as an example. I also have an accumulation of car books and a bunch of Panamera back issues. Add in a stack of board games, a bunch of DVD's and some video games. The Inn is still full.

So my goal for Spring cleaning is to make more room at the Inn. I'm going to significantly thin out some of the things I've been accumulating and enjoy some open space. I want to see empty shelves in my game room and open parking spots in the car barn. I want to clean out the items in the basement that have no sentimental or monetary value. (Anyone need a baseball bat signed by Paul Wil-

son?)

I want to enjoy a little bit of room at the Inn.

At least until I see that add for a 79 911 or a very cool set of Formula 1 programs signed by the Marussia Team.

As Always, Drive Safe!

Mkerouac.pca@gmail.com

Four Speeds & Drum Brakes

Driving in the Dirt - Steering with the Brakes



Tom Tate

One of the things that I've always wanted to try in a standard shift car was left foot braking. Somehow I have never been able to bring myself to use my left foot for anything other than the clutch. Even with an automatic transmission and some practice, the movements of the car made it look like a new driver was at the wheel.

I have ridden with a few autocross drivers, experienced people that are really fast, that use left foot braking and it really seems to work for them but I just couldn't seem to get up enough courage to try the process in competition. What I saw was

(A) BMWCCA member asked me if I'd like to attend a track day at the O'Neil Rally School in Littleton NH learning how to do left foot braking.

their left foot stabbing at the pedal to drop their speed without lifting up on the gas pedal. The cars slow down without any change in their stance, which means that they seem to hustle through the corners smoother. My method all these years was to lift off the gas causing the car to come off its suspension in the rear and then hit the brakes causing the nose of the car to dip. Once the desired speed was reached I'd lift off the brake causing the nose to rise, then stomp on the gas causing the tail of the car to squat down and off I'd go. When done quickly, the rocking motion was really not noticeable, especially driving a track car with limited suspension travel, but as a driver I definitely knew it was happening. The logic of being able to slow a car without disturbing its suspension sounded like a great way to go faster.

With the kind of winter we've had, some time was spent on the ice in NH as reported last month and at one of those Ice Trials a BMWCCA member asked me if I'd like to attend a track day at the O'Neil Rally School in Littleton NH learning how to

do left foot braking. They were putting a group of experienced drivers, mostly instructors from PCA and BMWCCA, through a one day crash course using their rally cars. The cost was about half of a normal school, the cars were to be their school cars, front wheel drive and all-wheel drive, and most important, we were not going to be liable for any damage. To anything. I was in. It sounded like such a great deal I called son, Rob, in Phoenix to see if he wanted to come back to frozen northeast to experience the snow he'd been seeing on the TV news. He was in.

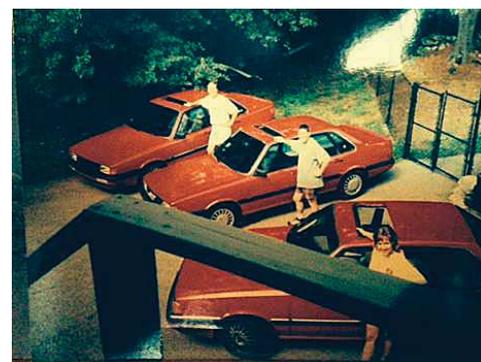
Turned out that the Rally School was an hour north of Newfound Lake (can Canada be far away?) where the Ice Trials were held and there was another event on the schedule the day following the school. We could kill two stones with one bird.

Rob's flight arrived late on Friday and we charged up the road full speed using Waze and Escort to keep us safe and ticket free. What a country America. First thing Saturday found us at an organized breakfast at a diner in Littleton followed by a caravan into the woods to the O'Neil Rally School.

Faithful readers of this column (both of you) will recall that I have a O'Neil connection because the VW Jetta that I drive in the LeMons Race series was originally used as one of the school cars, and survived to be put out to the more relaxed life of a race car. The current front wheel drive school cars are Ford Fiestas with safety equipment installed and lots of stickers.



The all-wheel drive car fleet was made up of a bunch of well used Audi Quattro 4000's from the '80's and some more modern Subaru Impreza sedans. As a family, we have had many of the Audi 4000's come through the driveway over the years. At one point we had 3 red ones at the same time.



I drove one, Rob had another and daughter Kerry and husband Brad the third. The cars were almost indestructible except for the exhaust systems which fell off frequently. Of course, driving a 30 year old car that had been flogged through the woods for the last ten years by student drivers was a little different, but there was a very familiar feel to the old rats.

We started the day in the classroom where we were told how they were going to teach us how to steer the cars using the brake pedal beginning in the front wheel drive Fords. The explanation was given about how weight transferred front to back when braking and accelerating, a fact that we all knew but didn't put much faith in. We were race car drivers, if we wanted to get the car to turn we'd use a steering wheel, thank you.

Moving onto the course which was snow covered ice, each car held two students and one instructor. Driving out onto a large skidpad we were told to get into

continued on page 41

Minutes of the Board

April Meeting



Marcus Collins

The April board of directors meeting was held on April 8th, it was hosted by Kristen Larson. The meeting started at 7:57pm after a sumptuous chicken and strawberry salad meal.

Present were:

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

Steve gave our membership report indicating we now have:

Primary members 1,601
Affiliate members 965
Total members 2,565

Transfers in: 3

Transfers out: 3

New members: 22

Steve James has looked at the process required to automate the Nor'Easter. This will be reviewed by the board with the aim of completing this automation before the 2016 subscription is due.

Adrienne reported in a detailing session on August 15, 2015 prior to the Concors. After a trip to Aston Martin (before you ask, Adrienne didn't buy a car) they agreed to host a session later in the year. The last event at Aston Martin was very well attended last year and so look out for details in the Nor'easter.

Financials: Robert Cohen had sent out the financials (in a new format) prior to the meeting and there were some minor comments on it. The finances were motioned by Adrienne, Mike seconded - the motion was approved.

Mike Orsini reported on club driving activities. The AX timing equipment has arrived and will be tested soon. The AX school is now full. The dates for the Spring Tour are now finalized and the details are on the website. The dates for

the off-road driving event has been confirmed - Oct 3, 2015. We have requested the insurance binder. The event will be restricted to 15 cars - details will be in the Nor'easter - expect this event to fill out quickly. The list of people eligible for name badges has being complied and the order

Stan reported on DE. The instructor development event (Peter Kraus was the instructor) was very well attended and the attendees felt it was a fantastic event with lots of useful information. NER had 38 attendees. The event was joint held and funded by the NCR, BMW, and Audi drivers clubs. Current drive registration numbers are:

Thompson (May) - 100 drivers (instructors wanted)
Palmer - 70 drivers (instructors wanted)
Mont Tremblant - 45 drivers
Thompson (Sept)

Steve Ross has transferred the PCA archive to Kristen Larson and the board discussed whether we should scan the old PCA Panoramas. Alternatively they could be look to see if there is a market for them on either eBay or the Panorama mart. The email sent about the tech session at Porsche at Warwick was incorrect, a correction email will be sent soon. The 2015 Concors will be at Lars Anderson, sponsorship will cover the museum costs.

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

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
Dec 9 - Bob Cohen

The next board meeting will

be held at the home of Mike Orsini on Wednesday May 13th at 6:30pm.

With no further business proposed Adrienne asked to close the meeting Steve James seconded the proposal and with no dissenting votes we adjourned at 9:00pm.

Happy PCA Anniversary!

Thirty Five Years

James Buliszak

Thirty Years

R Scott Paton
R H. Robinson

Twenty Five Years

Anthony Hyde
Fred E. Roberts

Twenty Years

Henry M. Fisher
Mark A. Padgett
Stephen Wills

Fifteen Years

Raymond Bourgoin

Ten years

Bryon G. Deysner
John B. Deary
Paul R. Soares

Five Years

Gerald Randall
Igor Shikh
James E. Tooley
Jonathan L. Fiske
Mark D. Weissman
Robert Duarte

Turning Money into Noise

Off Road Adventures?



Michael Orsini

In this month's column I thought I'd cover a few of the different things that I'm working on but first I'd like to say a little something about the most recent survey, which Bill released the results of last week. Bill's done one heck of a job putting together and tabulating the results from the survey and should be praised for all of his hard work. So, thanks Bill!

I was encouraged by the numerous great suggestions for activities and by the words of praise for the board. We work hard to make this the best club it can be and it's great to hear that it's appreciated. That

I'm in the middle to late planning stages for an off road expedition for those of you with Porsches of the 4-wheel drive verity.

said, we sometimes run out of fresh ideas and input is appreciated. We heard from many newer members of the club and were delighted that their first impression was good and that they enjoyed meeting people and talking cars. Much of that credit, IMHO, goes to Dani and Marcus as they hosted the first, and hopefully annual, newcomers "pool party". Want to come? Well, sign up a new member and get them to invite you, or do what I did, join the Board. They throw one heck of a party!

Anyway, we also heard from quite a few that said that time was an issue for attending events and I'd like to remind everyone that there are events that don't take a lot of time and are family friendly. The Polo and Porsche event has grown very popular in the last few years and it's only an afternoon. Can't commit to an entire weekend for DE? Try doing a one day registration. Come on out and enjoy an afternoon – meet some new friends and stretch that Porsche's legs. Tech sessions are short and usually free. You can't beat free advice for one of your most valued possessions.

So, what kinds of things have I been

working on? Well, Dennis Friedman and I have completed the work and announced the Spring Tour. You can find the details on the web here: <http://www.porschenet.com/events/south-shore-spring-tour>. Dennis did the majority of work for the event and is hosting, so be sure to sign up and go as he's planned quite the event.

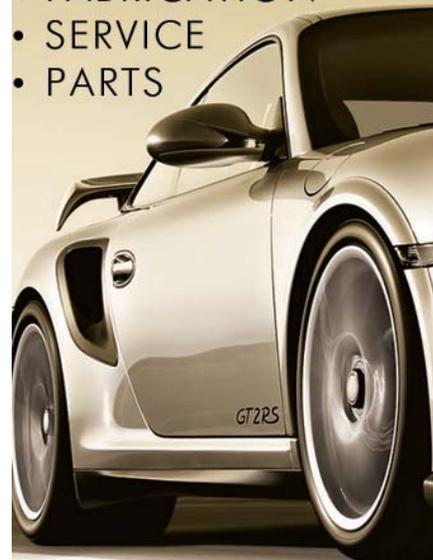
I've also started to work, or rather, I'm in the middle to late planning stages for an off road expedition for those of you with Porsches of the 4-wheel drive verity. Adrienne brought up the need to engage all of our members and asked me to check into what we could do. I found a company in CT that does military and Secret Service training, in the woods, with 4-wheel drive vehicles and that would let owners bring their own as well as rent training vehicles. So, I am checking on insurance and viable dates. The class size is going to be limited so if you're interested better sign up quick as you're already in competition with the Board of Directors. We're looking at an early October weekend so keep an eye out.

Lastly, if there's something you'd like to say or have a suggestion for a moving event that you just didn't think of in time to complete the survey. Or you forgot about it sitting in your email and you'd really like to suggest something. Please drop me a line at activities@PorscheNet.com. And please: If you're going to lead, then lead. If you're going to follow, get the hell out of my way!

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by Marcus Collins

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



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Around the Cones

Things to Do



Steve Ross

Finally the snow has gone away after a miserable winter (except for those skiers among us), and the Porsche driving season is now upon us.

The board members have come up with a collection of activities for our members to enjoy throughout the summer. I will list the non-driving ones that are in my area and Mike Orsini will let you know about ones that involve moving cars (Ramble, DE, tours, rallies)

On May 16th the good folks at Porsche of Burlington will be hosting and Cars and Coffee event at the dealership starting from 8-10am

NER has scheduled a collection of events starting in early spring for your enjoyment.

Larz Anderson museum of Transportation will be holding their annual German car day, one of the largest events they host each year, see not only loads of Porsches (usually the largest group) but also well known brands such as BMW, MB, Audi, VW and lesser know Isetta's and other micro cars from the 50's.

A new venue this year will be a Cars and Coffee at Volante farm in Needham, Mass. May 23rd on Forest St. Come mingle with other Porsche owners, enjoy the beverages and food, and even do some fresh vegetable shopping. Time is 8-10am We will hold event rain or shine, just show up.

Advance notice our ever popular Collings Foundation tour of his airplane and car collection is scheduled for August 22nd more information TBA

The ever popular Myopia polo matches in Hamilton Mass.

Starting in July and running thru August we will be bringing the popular Cruise nights at Stow airport, details to be posted on the website and Nor'easter.

We are also working on a day of Porsche films for later this summer along with an F1 viewing of at a local dealer on October 25th for the USGP in Texas.

For you techies Auto Engineering in Lexington will be hosting a tech session this summer, date and details to follow.

Finally our friends at Porsche of Norwell (sponsor of our annual Concours) will be hosting a grand opening if their new facility in July (details to follow)

The region has had an impressive collection of archives including many issues of our newsletter the Nor'easter from its early days, plus many issues of Panorama, the national publication dating back to the early 60's. In a recent move they have been transferred to the home of our president and are available for loan to any member. Please inquire if interested.

Finally, we will be holding another summer party at the pool/cookout venue of Dani Fleming and Marcus Collins late this summer. Details to follow.

For those of you who plan way ahead, the Porsche Parade, a yearly gathering of the faithful PCAers from all over the US and Canada, which rotates around the country every year, with entries numbering in the thousands, includes; an autocross, concours, social event, banquets, a tech session, seminars, road running events etc, will be held at Jay Peak in northern Vt.

In the summer of 2016. Registration opens in early that year.

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Don't Lift

Survey Says!



Stan Corbett

First, I would like to thank everyone for their kind wishes on my Mom's passing. Mom was 91 ½ and had a good, active life just about to the end. Feeling sad would be for me, not her, as she would not have wanted to live an inactive lifestyle. I just hope I'm as active for as long as she.

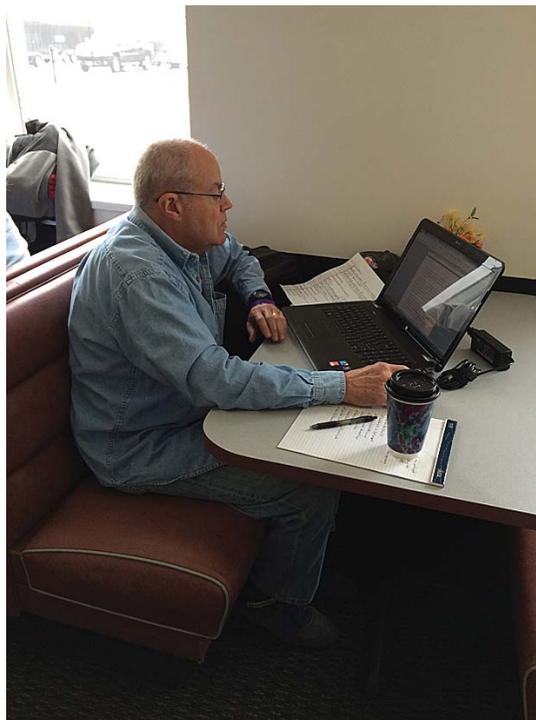
Since my last column we've had several events including the DE Ground School which went well under the leadership of Kristin Larson and Adrienne Ross. Thanks also to the other folks that helped pull the event off smoothly. Next was the Newcomers Meeting which I was able to

"DE events are terrific. They are the reason I bought a Porsche and joined PCA. I would love more DE events and more track time!"

make – presenting an overview of our DE program and fielding questions from quite a few attendees. Interest in our DE program remains high and will be the subject of the bulk of this column. The next event saw the Northeast and North Country PCA regions and the Boston Chapter BMWCCA joining forces to conduct an Instructor Training Seminar prior to the start of the 2015 driving season. Peter Krause, a well-known professional driving coach, was our presenter. This seminar, held at the Courtyard Marriott in Billerica, was attended by 86 of your instructors and instructor candidates. Peter's presentation was designed to help the attendees become better drivers and enhance their skills at passing that knowledge on to students.

I'm now at the first of eight NER/NCR DE events for the season. This one is at NHMS and is the first 3-day DE here that I can remember. Today is an advanced day (White/Black/Red run groups only), it is raining and, since my column is overdue,

seems like the perfect opportunity to get it written and turned in 'only' two days late.



Stan, hard at work writing his column at NHMS.

Many of you responded to the NER survey that was sent out earlier this year. Over two thirds of those that responded took the time to enter info into the DE comment area. I thought it would be helpful to provide information based on some of those comments. So, more or less in order of number of similar comments, here we go!

To set the stage, the question posed was, "Please tell us why you might not participate in an NER Driver Education (DE) event. (DE's are held at various race tracks and involve driving cars on track with other, similarly experienced, drivers at racing speeds.) If you have attended in the past, tell us what, if anything, you didn't like. If you have never gone, please tell us what concerns you have or why you might not want to go. (And if you have good things to say about DE,

we'd love to hear those too!)"

The most frequent comment was a variation on the theme, "Work and family commitments." I'm sure most of us have been there, where other priorities create conflicts with our desire to participate in DE events. Hang in there (another version of "Don't Lift?"). Hopefully we can welcome you to an event at some time in the future. A nearly equal number of respondents took the time to let us know that they have, will this year, or intend to participate in DE events. These comments ranged from "I have participated in the past and look forward to doing another PCA DE here in 2015." to "DE events are terrific. They are the reason I bought a Porsche and joined PCA. I would love more DE events and more track time!"

Continuing down the list in frequency, the next most frequent comments expressed concerns

about wear and tear on the car, and the potential for damage to the car. This is certainly a very personal decision. I would point out that safety is a prime directive in DE and the risk of damaging your car is minimal. I would suggest that if these are some of your concerns come to one of our local DE events as a guest. There's no cost, you sign the PCA and track waivers, and then enjoy a few hours or a day or two with a group of track enthusiasts. You can see what goes on and make an objective evaluation of the risk from your own point-of-view. If you join us as a guest be sure to come by and introduce yourself. I and the rest of the track committee will be happy to answer your questions.

Next, by a small margin, were respondents who are not interested in DE events. Some prefer participating in other types of driving events such as Autocross or tours.

continued on page 42

Sign Me Up

Spring Ahead



Steven and Laurie James

Last month Laurie and I attended the new comers meeting at Porsche of Danvers. It was nice to introduce our new members to all the opportunities offered by PCA/NER. Our host made this event possible with a nice venue, food, refreshments and door prizes.

As the speakers were going through the events for the year, it reminded me to start planning for key weekends and make some reservations. As an example, after our new members received the introduction to the popular Ramble, they were also notified the event was very close to being sold out. My suggestion is to pull out your calendar

This year look for a new event to improve your off road driving skills. Depending on the interest for all wheel drive events.

and schedule the 2015 season, schedule one of the meet and greet socials, AX or a driver education weekend. The popular events fill up quickly, so early planning has its rewards.

I have to mention, after reading through a few membership surveys that PCA/NER is listening to our members. This year the board had several new events to consider. Several were debated at the last board meeting and more are coming as I read through the recent surveys. Participation is key, so while many ideas have merit, we need a group to sign up and participate to make any new event a success. There is also limited bandwidth for the club to staff and schedule events. So when a new educational or driving event is offered, consider contacting the event organizer to volunteer to help.

There is a good reason to evolve NER/PCA. Our club reflects the evolution of Porsche and their owners. That's what's cool about Porsche is the range of performance vehicles under the brand. Just think

if tractors were still a large part of the product line. We could have tractors pulls to a 918 at a DE; that is a very diverse group of enthusiasts.

I just reviewed the most recent Macan sales numbers and you realize that with the Cayenne there is a large group of multi-purpose sport vehicle owners joining the club. This year look for a new event to improve your off road driving skills. Depending on the interest for all wheel drive events, possibly, a winter performance driving event could be a winner. However, there maybe one problem. Will Macan and Cayenne owners really want to get their cars dirty? I reflect on my high school friend who took his new jeep and sunk it in at a frozen lake and rolled in before it had a 1,000 miles on it. Well, he bought it for having fun... If I recall it broke through the ice close to shore and was dragged out and restarted and he drove it home.

I will pause to ask a question? If it is not you, who is going to have the most fun driving your Porsche? I understand the bond and pride we have in our cars. However, they are made for performance driving. If you hesitate going to the track, or an AX consider the valet parking attendant or others with driving access. It would be a shame if the mechanic is the only that tests your engine to rev lim-it, while you keep it conservative, saving it for resale. This spring take the opportunity to have some fun. If it gets a little dirty, the tires worn down, even a nick or two. You still win. Better to have driven it, than some freaking storage accident.

Just consider the risk we take driving to work. In a recent commute, I was sending well wishes to the road department as I wove through the maze of cracking pavement and wheel swallowing pot holes. Unlike missing a cone at AX these obstacles impose real road damage to wheels, tires and suspension. Any distraction can cost you. Bang! What

was that ... hole doing there? You think that with modern engineering a manhole cover could be flush within an inch or two, lined up Vs. random from left to right, off center with deep recesses. We have been told of the challenges with funding road repairs and a slow recovery from a hard winter. But, a 6" deep pot hole on I-95. Ouch.

I have a few suggestions.... If the state collects taxes for marijuana let's them add funds for road repairs. I even have a tag line "Pot for holes", mo money, less holes.... My first suggestion is to use road taxes for road repairs, however my out of the box thinking and not likely to have many supporters... ugh

Another suggestion is to improve how the current road system prioritizes repairs. From my perspective, there are unattended road hazards that damage tires wheels for weeks. If we had a simple GPS reporting App that enabled drivers to report these "wheel breakers" to the county, city or state. At least the agencies could consider this real time information as part of their crew planning.

Sorry to be off topic, as I mentioned taking your car to a PCA/NER event offers opportunities for all types of enthusiasts and don't stress about your car, just consider that drive to work.

Spring, is the time to move forward ... our calendar was out and the NER dates went in first.

This spring, Mo NER/PCA , less holes.

2015 Calendar At-A-Glance

May

1-3 Ramble
9 - Porsche Burlington
Cars and Coffee
13 - Board Meeting
9-10 DE @ TSMP
9 - Cars and Coffee, Burlington
17 - NCR AX 1
15-17 - Z1 Councours and Rally
23 - Cars and Coffee, Volante
29 - Clash at the Glen
30 - NER AX 1
30 - Spring Tour

June

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

July

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

August

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

September

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

October

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

November

11 - Board Meeting

December

9 - Board Meeting

Cars and Coffee Porsche Burlington

Saturday, May 9th

On Saturday May 9th, the good folks at Porsche of Burlington will be hosting a Cars and Coffee get together at the dealership from 7am to 10am in their parking lot. Feel free to drop by, check out the cars, have some coffee and munchies, chat with fellow sports car enthusiasts, and enjoy the nice day. (We hope!) Event is rain or shine. No need to preregister just show up. Questions; email Steve Ross

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NER at Thompson Speedway

May 9th and 10th

Join us at the newly reopened road course at Thompson Speedway Motorsports Park in Thompson, CT for a three-day DE event. About an hour from Boston, this track is even closer than NHMS for many of us. This road course was in use in various configurations on and off for many years starting in the '50s and running through the early '70s. It lives again as a 1.7-mile road course with a long, fast front straight and a set of more technical sections, including portions of the NASCAR oval.

Registration for this event will be handled by NER through www.clubregistration.net and full DE info is available at www.porschenet.com.

Students (Green & Yellow run groups): \$397 (Saturday & Sunday only)

Solo Drivers (Blue run group): \$350 (Saturday & Sunday only)

Solo Drivers (White & Black run groups): \$350

Instructors (Red run group): \$190

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

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



Driver's Education 2015

Copy by Stan Corbit

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

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

Event Dates	Days	Track	Host	Registration		Pricing	
				Open Date	Student	Solo	Inst
April 17-19	Fri/Sat/Sun	New Hampshire	NCR	Feb 1	\$TBD	\$TBD	N/C
May 9-10	Sat/Sun	Thompson (TSMP)	NER	Mar 1	\$397	\$350	\$190
June 12-14	Fri/Sat/Sun 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.

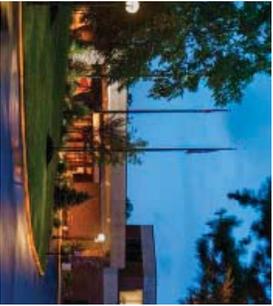
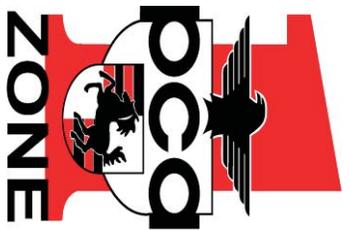
For this 2015 season we've lined up some great tracks and events; five different tracks as you'll see below, including a favorite in Canada, another new local track and weekends at NHMS, Thompson

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.

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



2015 ZONE 1

CONCOURS & Rally



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REGISTER AT: <http://tinyurl.com/o4lhvtm>

Event will be held at the Hilton Woodcliff Lake, Woodcliff Lake, NJ (201) 391-3600
Room Rate: \$139 For Porsche Club of America Zone 1 UNTIL April 21
Make Your Reservations Early, May Gets Busy with Weddings and Graduations

Date: May 15 –17, 2015

Schedule:

EVENT STAFF:
Concours
Murray Kane (973) 476-9528
mskane55@hotmail.com
Jeff McFadyen (908) 459-0470
jimc356@ptd.net

Rally
Knutte Hancock
Frank Baker

Zone 1 Rep
Pete Tremper
WEB
Jennifer Webb
Registrar & Treasurer
Joyce Gladle

Cocncour/Rally Chairman
Botho von Bose

Friday Noon Car Wash Area Open East Side of Hotel (Hoses and Buckets Provided)
Friday Evening 7:00 PM Reception Hors d'oeuvres (Cash Bar)
Saturday Concours on Lawn Behind the Hotel (Full including Engines \$35 & Peoples
Choice \$25) 10 Classes based on Modified Parade Classing.
9:00 AM Car Placing
9:30 AM Judges Meeting
10:00 AM Judging Begins
2:30 PM Award Presentations at the Gazebo (Subject to Time Revision)
7:00 PM Banquet Dinner at Hotel \$60/Person (Cash Bar)
Sunday Combination TSD & Gimmick Rally \$25/Car Experienced & Novice Classes
9:00 AM Drivers Meeting Hotel Lobby Area
10:01 AM First Car Off (Rally planned for about 2 hour driving time
12:30 to 1:30 PM Lunch at end of Rally & Awards (Will not return to Hotel)

Register Online using clubregistration.net direct link <http://tinyurl.com/o4lhvtm>



PORSCHE

CLASH

At The Glen

Join us for the 15th Annual CLASH AT THE GLEN May 29th - May 31st 2015
Hosted by the Regions of Zone 1 at
Watkins Glen International Raceway in Watkins Glen, NY

Featuring practice sessions, practice starts and fun races on Friday.
2 Sprint Races on Saturday and a 90 minute Enduro on Sunday.

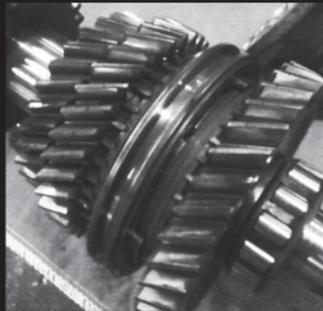
Registration opens on Monday, April 13th at 10:00 p.m. EDT <http://register.pca.org>
2 Days of Drivers Education hosted by Metro NY Region preceeds the Zone 1 Clash.
Early registration and hotel reservations are recommended.

Visit the Zone 1 website at <http://zone1.pca.org> and <http://register.pca.org> for event details.

For additional information contact
Jennifer Webb at jenniferbischoff@hotmail.com or 514.235.0157
Pete Tremper at tremper9146@aol.com or 609.221.3854

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Volante Farm, Cars & Coffee

Saturday, May 23rd

Come join your fellow Porsche drivers for a social event at a new venue to us. Enjoy delicious beverages and munchies, check out the other Porsche in attendance and socialize with other owners. Take some pictures for the club newsletter.

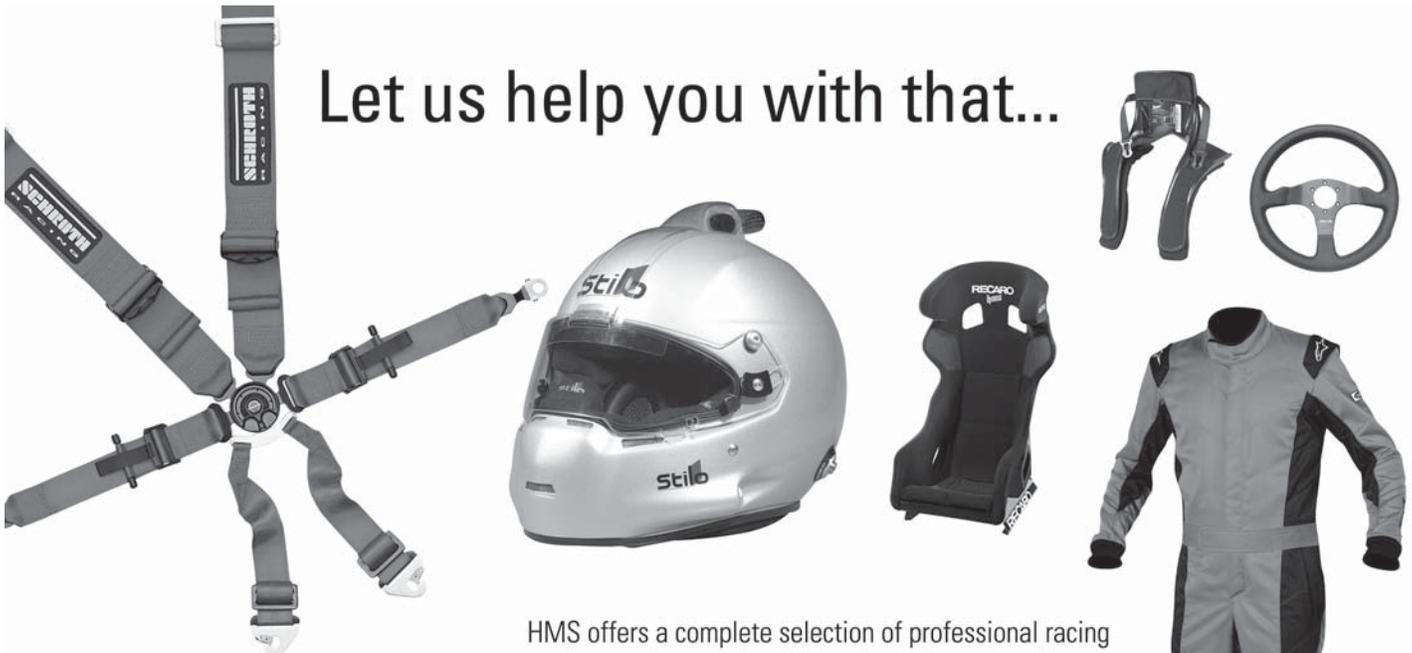
Event will be held rain or shine (We are done with snow this year)

No need to RSVP just show up.

Questions please email, Steve Ross at SLR944@AOL.COM

May 23rd at Volante Farm in Needham, Mass. just off Forest St. Time; 8-10am.

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NER Autocross #1

Saturday, May 30th

Sponsored by...

Herb Chambers



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Boston | Burlington

The first competition event of the 2015 NER Autocross Series is Saturday May 30th at Fort Devens. Our sponsor is Herb Chambers Porsche. And, if we are lucky, we might even get Race Track Rick to bring out Herb's 918 for some exercise – or not. There will be some changes for this year...

The classification system changed quite a bit – you are likely to have a new class number so make sure you check before you register.

Trophies this year are pint beer glasses: cobalt blue for the winner and clear for runner-ups.

The big news is that we have new wireless timing equipment. This will make for standardized staging procedures and fewer re-runs. You may even be able to see your times on your smart phone.

Otherwise it'll be business as usual at one of the best autocross sites in the country. As always we will shoot for at least 10 runs.

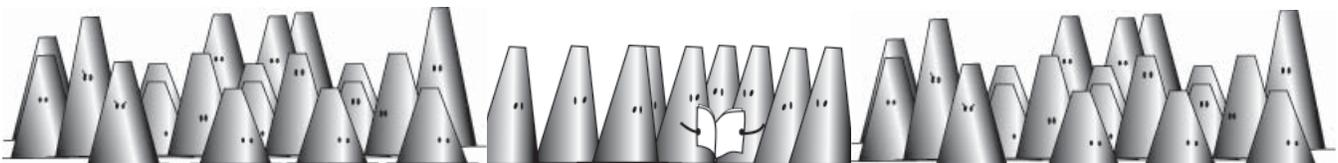
Registration opens on April 30th and you also have the option of signing up for the season (and saving \$50). You must signup online and it closes at midnight on May 27th. Go to <http://pcaner.motorsportreg.com/>

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

We look forward to seeing you at this first event. Questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration/payment issues, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions to Fort Devens

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





919

DMG MORI

P1

Mobil 1

Mobil 1

PORSCHE

PORSCHE

South Shore Spring Tour

Saturday, May 30th

Join us for a delightful jaunt on the highways and byways of the beautiful and historic South Shore by the sea on May 31st. We'll meet at the temporary showroom of Porsche of Norwell (the old BMW Gallery facility) located at 98 Accord Park Drive (just off Rt. 228 across from the 99 Restaurant). John Ziedins and crew have agreed to provide coffee and some light snacks to fortify us for our journey. Please arrive no later than 9:30 a.m. so we can get everyone checked in before we send the first cars off at 10:00 a.m.

We'll depart in groups of 6-8 cars, following a course that will wind through Hingham, Norwell, Cohasset, Scituate, Marshfield, and perhaps other Towns as yet unknown. If you come upon a scenic spot where you might like to linger, please feel free to do so and join up with the next "pod" of Porsches making their way along the course. After a leisurely, relaxing, drive through the countryside, you'll arrive at the Mill Wharf Restaurant in Scituate sometime between 12:30 and 1:00 p.m. where tables will be awaiting us to enjoy a well earned repast overlooking the harbor.

Presumably, all the snow will be gone by the end of May, and we'll get to enjoy Mother Nature's spring finery (and a variety of Porsches as well) in the company of a great group of PCA members. Please go to clubregistration.net to register so we can give our hosts at Porsche of Norwell and the restaurant a count, but if you decide to join us at the last minute, just give Dennis Friedman a call at (781) 740-1660 to let us know you'll be joining the fun.

2nd Annual Le Mans Watching Party

Saturday, June 13th

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

Stratham's hospitality.

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

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

Registration information will be forthcoming!

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




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NER at Palmer Motorsports Park

June 12th through 14th

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

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

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

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

Instructors (Red run group): \$285

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

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

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60th PORSCHE PARADE

JUNE 21-27, 2015

FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT
parade2015.pca.org

NER Autocross #2

Sunday, June 28th

Sponsored by...

Porsche of Norwell

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

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

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

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

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

Directions to Fort Devens

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



NER at Le Circuit Mont-Tremblant

June 12th through 14th

Join us at Circuit Mont Tremblant for our annual, always-a-good time, trip to Canada. LCMT is regarded as one of the finest racing circuits in North America and has seen some of the greatest names in racing drive their way around it's demanding layout. Famous names like Villeneuve, Andretti, Stewart, Moss, Ickx, Rahal, and Tracy have all raced here on what Michael Schumacher described as the Little Nurburgring.

Motorsport, sportsmanship and competition are our passion! Whether you're behind the wheel or not, we look forward to seeing you at the track. Registration for this event will be handled by NER through www.clubregistration.net and full DE info is available at www.porschenet.com.

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

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

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

Instructors (Red run group): \$285

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

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



Tech Session At EPE

In spite of consistent snow flurries throughout the morning, over 80 enthusiastic PCAers gathered at EPE in Natick for Jerry Pellegrino's talk on how to make sure your Porsche is ready for the driving season after its hibernation this winter.

As usual plenty of coffee, donuts, & muffins greeted the crowd as did the sight of not just 1 but 2 959's, quite a treat to crowd.

Many thought provoking questions were posed to Jerry, who deftly answered them in a clear, simple to understand manner. To facilitate an understanding of what he was speaking about, an array of parts were displayed on a table for all to see.

Since the 959's provoked much interest Jerry explained how one of them had a new connecting rod manufactured for it as it along with many other parts are not available, and if they are the price is astronomical. For instance the rear deck lid/spoiler lists at \$62K, but in the scheme of things, on a million dollar car its semi reasonably priced. Also some maintenance pieces such as filters are identical to mass produced Porsches.

We took a break for a delicious lunch from Tutto Italiano and as the snow slowly departed so did the attendees.

Our thanks to Jerry for a most informative session.

Copy by Steve Ross,
Photos by Ted Shaw &
Dave Manoogian



EPE



EUROPEAN PERFORMANCE
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April SOB0



Because our first SoBo coincided with my birthday, my wife Rosemary suggested that we leave early on Sunday, April 19 and have breakfast at the Moose Cafe'. Arriving about 9:15 AM, Rosemary enjoyed a muffin and a cappuccino while I had a coffee with a bagel stacked with cheese, egg, and sausage.

By the time we finished breakfast the first Porsche rolled in, James Fox driving his black 95 993. A recent purchase, James had engine work completed this past winter, upgraded the interior with new sports seats, and was in the process of replacing the original bumper's light pods with new pods having an air intake and round LED (see photo). Not only is it a sleeker look, Jeff says that the original light replacement removes 20 pounds.

Maybe it was because of the long lingering winter and a sunny Sunday in the mid 50s, that made this SoBo the best-attended coffee ever, 38 Porsches, including 10 first-timers. Much of the parking lot conversation centered around "surviving the winter", including the sharing of phone snow photos and finally, the joy of having our Porsches on the road again, although two Boxster owners confided to Rosemary that they drove throughout the winter.

Walt Cronin arrived driving his recent purchase, an atlas grey 2006 Boxster (9875). The 06 replaced his black 03 Boxster S that is now for sale. Walt said that he found the 06 at a Chevy dealer and they didn't know much about Porsches, selling it well below book value.

On a personal note, I would like to acknowledge repairs to my 996, enabling me to confidently drive to this year's first SoBo: Inskip for replacing my faulty ignition switch (continued to chime after key removal) and Jeff Orinsky, owner of Wheel Dynamics, Inc., Natick MA for



correcting a right front wheel problem. Jeff's thoughtful analysis determined that my rim was not bent, but rather, the tire was not properly seated to the rim.

Jeff has a "Road Force" wheel balancing machine which is a must have when you demand excellence. Because of its cost (about 18k) Road Force machines are not commonly found at most tire service facilities. Unlike more typical and less costly equipment, the Road Force simulates the car's weight on the tire by having a wheel press and drive the tire on the spindle. This loading evaluates the roundness and flexibility of the tire, plus it has a dial indicator to fault a distorted rim. Go to Road Force's website for informative videos of their machine's features.

During the coffee I was asked where someone could find a good body shop satisfying the high standards of Porsche owners. I have only one experience with my Porsche, which occurred a few years ago on our way to our yearly Ramble. Stopping off for a lunch break a pack of Porsches pulled in. A very gusty wind pulled the door out of the hands of the passenger in the Porsche turbo parked next to me, resulting in a crease on my

driver's side door. Based on a recommendation of the turbo's passenger I took the car to Action Autosport, Inc. located in Cranston, RI. The owner, Andy Wandyes set up an appointment for me and had Dent Wizard make the intrusion disappear.

Too late for a heads up, but I am looking forward to the 25 April Porsche Tech Session at Inskip (9AM-1PM). Thanks to Dave Melchar for setting up this event. An informative Porsche session that is close to my home is enough of an incentive to cross over the bridge (from Newport). Plus, there is all that "eye candy" like I saw a couple of weeks ago: a black Cayman GTS (101K) and a 2015 silver turbo with about 2k on the odometer that was returned because the owner said: "its too fast".

Someone in our group is looking for a 997 with PDK, first color choice is Carmona red, second is dark teal or some other unique color; please email me any leads.

Our next SoBo will again be at the Moose Café on Sunday, May17 at 10 AM. As always, you can email me for any SoBo related questions at rr356c@aol.com.

Borstar Spyder





Porsche is highlighting the 2015 convertible season by celebrating the world premiere of the new Boxster Spyder. This pure sports car will make its debut at the New York International Auto Show. The new top model of the Boxster range retains the unique and unmistakable character of the previous Spyder, which has already attained cult status. For example, the classic roadster top is still opened and closed by hand, and the Boxster Spyder is only available with a manual transmission, benefiting both weight savings and driver enjoyment. Staying true to roadster DNA, the Boxster Spyder offers a traditional sports-car driving experience combined with truly exceptional performance. This includes a firm sport suspension with a 20-mm lower ride height, brakes taken from the 911 Carrera S, more direct steering, and a 3.8-liter horizontally opposed six-cylinder engine with an output of 375 hp, culminating in a genuine sports car experience with outstanding driving dy-

namics. It is the lightest model of the current Boxster line, and the most powerful Boxster to date. Taking only 4.3 seconds to sprint from 0 to 60 mph, the Boxster Spyder has a top track speed of 180 mph. The distinctive design of the Boxster Spyder includes stylistic elements reminiscent of legendary sports and race cars from Porsche. Two prominent streamliners that extend down along the sweeping rear lid behind the headrests pay tribute to the 718 Spyder from the 1960s. The manually operated, lightweight top is suitable for everyday use with an electric clasp, while bringing to mind roadsters from the past. The fins that stretch back from the top to the rear lend the vehicle's silhouette its characteristic design. The front and rear fascia's also are unique to the Boxster Spyder, and an air outlet is located in front of the forward luggage compartment.

More so than in any other Boxster, the interior of the new Spyder creates an atmosphere that elicits a feeling of pure driving pleasure. The driver and passen-

ger sit in standard Sport Seats Plus, while the new steering wheel with a diameter of 360 mm (compared to 370 mm in other Boxster models) helps ensure the mid-engine roadster can be driven precisely and with great agility. In line with the model's traditional roadster character, neither a radio nor an air conditioner is included as standard equipment in order to reduce weight. However, both can be ordered as optional equipment at no cost. Furthermore, the entire range of Boxster audio systems is available for customers to choose from as an option, including the Porsche Communication Management (PCM) system with navigation. The new Boxster Spyder will be launched in the U.S. market in October and can now be ordered at dealerships. In the United States, the MSRP is \$82,100, not including a \$995 destination charge.

Copy and Photos by PCNA

I'm diving into the DIY world--having given up the "working world" as of September 2014. Bought my first Porsche--a 1999 911 C2...the car nobody wants. Not technically true, of course, but for the money, it's tough to beat. Bought it in Denver--drove it home with my wife Julie--who until that moment hadn't like any of the other cars I'd dabbled with. Can't blame her as they included a Cobra replica, a TR6, and an Audi TT.

This one is different--great driver and really quick. When I got back with the car, the Audi TT's days were numbered--it just couldn't measure up.

I also have a really nice two bay garage with two lifts...built for the car DIY itch I've harbored for years when life got in the way. So that's the set-up.

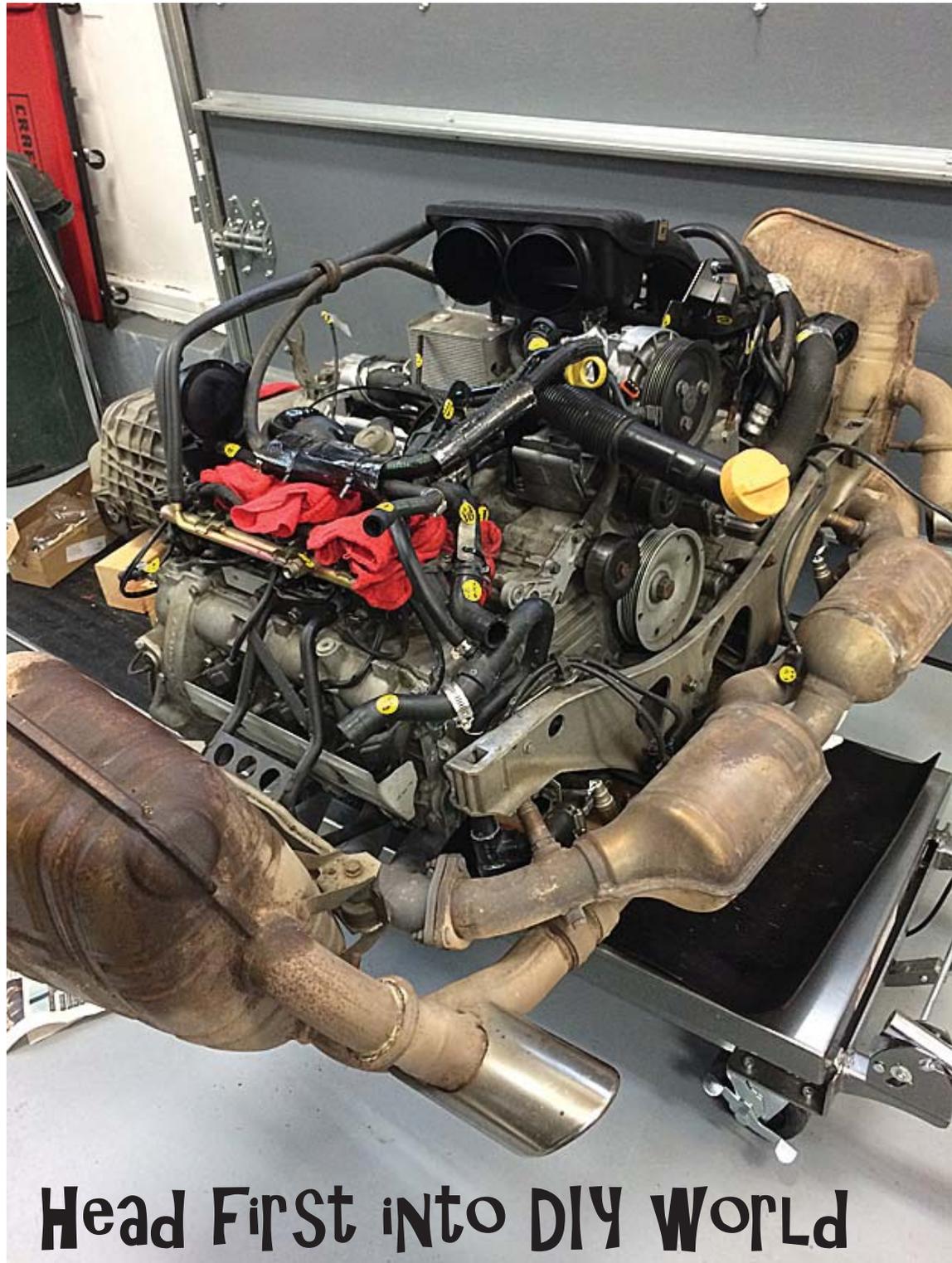
I took lucky 216 to the track for 4 DE days last fall and I'll admit readily I've never been in a car like this one. Nor have I ever driven a car as fast as I can (safely, of course, for you DE mavens.) Naturally that resulted in a list of DIY projects for the winter and high hopes for the coming season.

The projects went something like this.

Step 1: drop the motor. (No turning back)

Step 2-600: replace anything that looks like a tough to get at wear item or known issue from track days (AOS, oil cooler, alternator, alternator--starter cable, starter, motor mounts, crank pulley->underpulley, shifter cables, shifter box, slave cylinder, throttle cable, oil filler tube, IAC, 1.2 liter oil sump and baffle, third radiator, track wheels, track tires, Koni adjustable shocks)

OK, the point here is that it was a great time, some pretty harrowing learning experiences (think spring compressor)



Head First into DIY World

AND I'd love to help others with their DIY projects. There's something for everyone in this club--whether autocross, rambles, driver's ed, concours, drives, or tech sessions. Why not more for the DIY'ers. Who knows, perhaps there are more of us with lifts and projects.

Interested in working on your car? Con-

tact me at trdayma@gmail.com and let's get started. My garage is in Needham.

Tom Day

Four Speeds and Drum Brakes - continued from page 9

second gear, hold the wheel steady at about a thirty degree turn, press the gas pedal down about halfway and see what happens. The car began to pick up speed making a larger and larger circle. The next instruction was to put our left heel on the floor with the ball of the foot on the brake pedal and to push down gently. That caused the car to slow somewhat but it also caused the the weight transfer to the front which gave the front tires more grip. Braking also lifted some weight off the rear of the car which took away some of the rear traction with the result that the car actually turned sharper. Amazing.

Instructing students at the Ice Trials over the years I have tried to teach them that if you begin to lose steering when you turn the wheel, turning it further will only make matters worse, but that is usually the automatic reaction. They turn the wheel, the car doesn't begin to turn so they turn the wheel even more. Wrong move. The answer, when the steering wasn't responding, was to turn the wheel back to straight or toward straight until they got a little grip and then begin again. Of course by then they might have run off course so having 'fast hands' was part of the secret learned in practice. Fast hands doesn't mean that you can move your hands quickly, it means you can sense sooner when the traction is going away and correct quickly. Steering with the gentle use of the middle pedal was going to take a little practice but it was really going to change the game.

We began trying the left foot braking going both left and right on the skid pad and then went out onto an uphill slalom. It was easier going up hill than down but the lesson was learned by all pretty quickly, it worked. Of course there were a few "offs"

but that was all a part of learning.



While there was still a tendency to lift off the gas pedal when applying the brake, after a little practice that was overcome. The instructors were quick to tell us to move both feet over when coming to a stop since our brains were still telling us to hold the gas steady and hit the brake which stalled the engine when stopping. Not good.

From the Fiestas we went to the four wheel drive cars that were waiting to go play on the course which had now turned to mud. The theory of left foot braking was actually the same but since both axles were driving the car the effort needed was a little greater. As my Dad used to say, same song, second verse.



Like an Autocross school we started to put it all together after lunch and another class room session to cover the best move of all, a pendulum turn. You've seen these in the Fast and Furious films and always wondered how many tries it took to get it right. The driver, needing to make a sharp right turn, turns left instead and looks to be losing control but as the correction is made to catch it the car over corrects, points to the right and off he goes in the direction intended. There is some left foot action, not a lot of steering input and a stab at the go pedal when

the car swings through the 'pendulum'. We were about to become stunt drivers.

I was first up in the Audi 4000 and with the help of the instructor zipped through the maneuver like I'd done it for years. Of course the next few tries were not a smooth but at least I didn't run off. Rob seemed better at this move but then he's used to throwing around somebody else's car. Usually something of mine.

Everyone else in class seemed to get the hang of the full course drive where we drove a loop around the school buildings, including Jeff Leeds who never seemed to put a wheel wrong. There's a lot to be said for years of practice.

With the day over we headed south to meet some friends of Robs for dinner at Loon Mountain and then stay at the Bridgewater Inn in Bristol NH where the Ice Trials would be held the next day. We couldn't wait to try out our new skills. The Inn even had a live Band and pool tables upstairs, it couldn't get any better. Well it would've been better if I had won at least one game of pool with Rob but that was not to be. I blamed in on the free drinks he was buying me.

The next day saw bright sun, smooth ice and two rally drivers ready to go. The left foot braking worked perfect and made steering the car a lot better that just waiting for it to turn when it got around to it. Who knew?

It appeared that I didn't learn as much as my son as he beat me by a sec-



ond on the course but again I was trying to be gentle on my car and he didn't care. At least that's the story I using. Starting to see a pattern here?

All in all a terrific weekend and lots learned. I would recommend the Rally School to everyone, it's never too late to learn new tricks with cars.

KTF

Don't Lift!- continued from page 14

Others get their racing at professional schools. Some simply choose not to participate. Hopefully everyone can find something they like within the broad spectrum of activities offered by the club.

The next most frequent comments (about 18) were from folks that didn't care for the structure and/or format of PCA DE events, or who have had poor experiences with DE events. These respondents described a variety of reasons for their dissatisfaction some of which are driven by the nature of DE events and the rules we are required to follow (i.e., we can't fix these issues). Some were issues which we can address including lack of feedback on skills needed to improve, transparency in the run group promotion process, and a feeling we're not very friendly. The Northeast and North Country PCA regions are working hard to make the run group promotion process as transparent as possible including providing both students and advanced drivers with clear feedback on skills needed to advance to the next level. We are working to have both classroom and on-track instruction for all run groups. If you have had an unpleasant experience at an NER DE event our Chief Instructor, Dick Anderson, and I welcome the opportunity to talk with you and try to resolve any problems.

To continue, the next few most frequent comments express concerns which are pretty much personal decisions which I wouldn't argue with. These included cost of doing DE, my car is too fast/slow/old, I need to get a car and/or I don't have a car suitable for DE, I need to get my car prepped, and being unable to participate for a variety of reasons.

The final groups of comments (we're down to onesie – twosies at this point) were from DE participants who would like more advanced days, more weekend events, more weekday events, and/or more local events. I think we're on a good path here. This year's schedule includes two advanced only days (today at NHMS and Friday at Palmer in June), a mix of both weekend and weekday events, and six local events (two each at NHMS, Thompson and Palmer). For those unsure about how to sign up and participate in DE events there is a wealth of information on our web site. If that doesn't work for you for any reason please feel

free to contact me at the email address or phone number in the last paragraph and I will try to help.

Finally, I and the rest of your track committee really do care about DE and our participants both current and future. While safety, as I mentioned earlier, is the prime directive the second is that DE should be a fun activity. If you tried it and you didn't have fun, or had an otherwise poor experience, we would like to help change that. Please consider giving DE another chance.

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

Don't miss out on this DE season – register and pay and... Don't LIFT! Stan

On the Edge continued from page 6

seen it – chase it down on YouTube for a good laugh.

Why did I start this? Oh yeah, people's workspaces.

I'm kind of inspired by mine. I realize I have so very far to go in this sport that is my passion. Someday I may get over or beyond it, but for today, I'm still pushing myself forward into new places, inspired by Ayrton, Jackie, and David, and Vic; true heroes who pushed their boundaries to the breaking point. If my office reflects that, I'm OK with it.

Einstein said, "If a cluttered desk is a sign of a cluttered mind, of what, then, is an empty desk a sign?"

Indeed.

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

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

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

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

2004 Porsche 996 GT3: Black with black Euro GT3 leather seats. Upgrades to suspension for street or track use. Tech equipment roll bar, 6 point harnesses, Race Technology Video 4 data with 2 HD cameras and Dash 3 display. Excellent mechanical and cosmetic condition. Stock seats included. 23,800 miles. \$63,999 aredc4s@aol.com 6175120547 (3/15)

2013 Sepang Blue Audi RS5 S package with black interior. 14,000 mi. Passport 9500ci in-dash mounted radar detector. Laser sensors front and back. Bang & Olufsen Premium Stereo. Front bra. \$64,000. Davidi22@yahoo.com or 617-697-2679.

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