





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.

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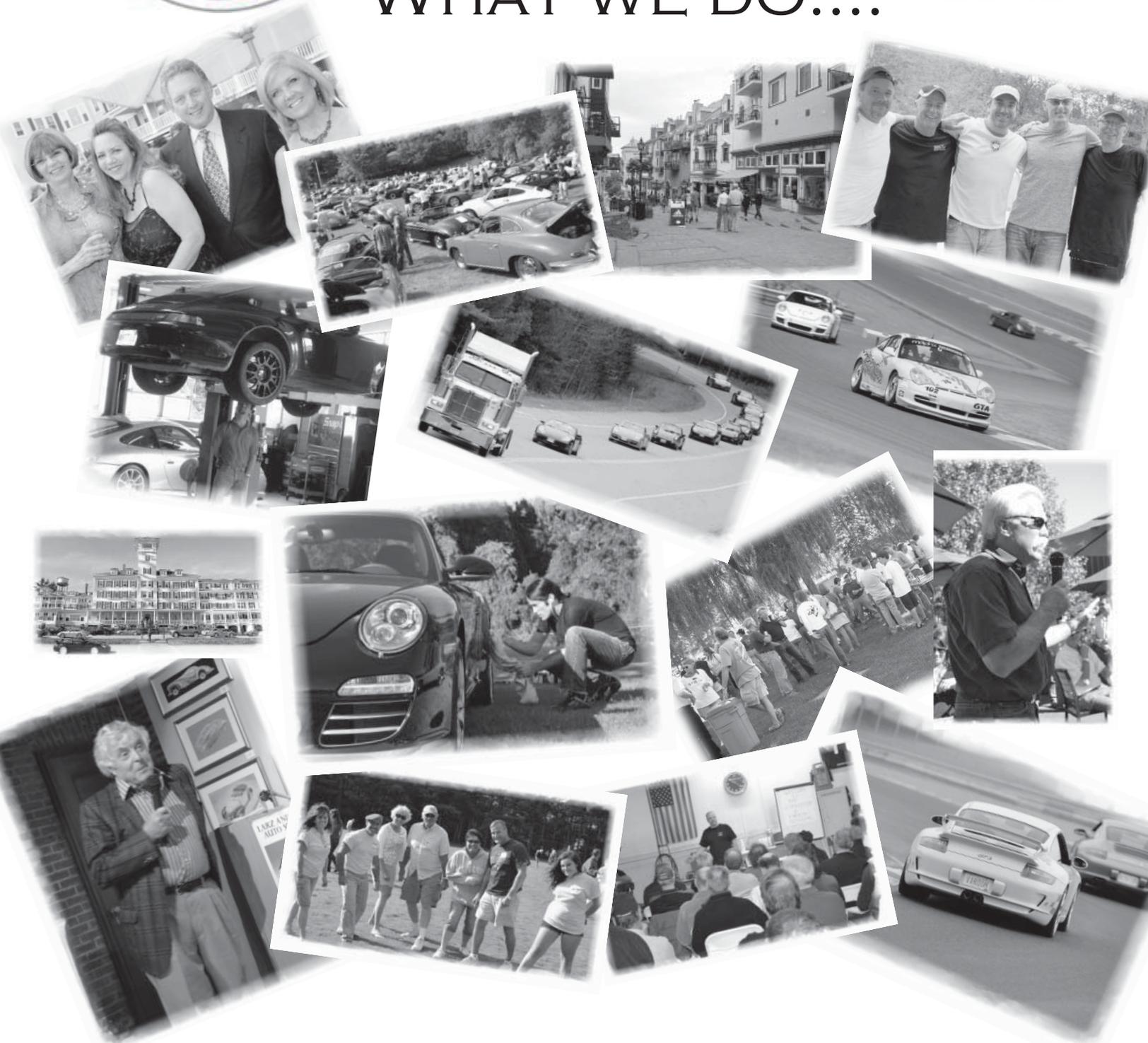
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WHO WE ARE....

P O R S C H E



WHAT WE DO....



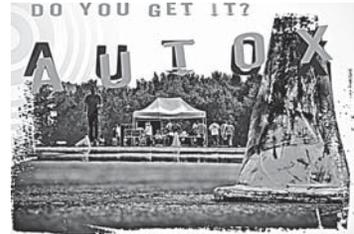
INSIDE THE NOR'EASTER

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ISSUE NO. 4

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

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On the Edge

of Rare



Adrienne Ross

Our rip to Paul Russell is always a great one. Alex Finnegan, the manager and member of the PCA, is always a gracious host, pointing out this car or that.

What comes through Paul Russell is astounding on a scale I don't think too many of us will ever see. There's a very early Ferrari race car, one of 3 I think in the world, that's worth about \$37 million. The owner races it every year in the historics, without changing a thing. Alex tried to convince him to put a Mazda motor in it, or race something less valuable, but the owner wants that original feeling, and so out he

But as fine as the car was when delivered, McQueen had even more in mind for it.

goes every year, running it around a track like a \$2,000 Miata.

There are a few Ferrari California models, also very early, also insanely valuable. There are 3 of them there now, each in a different state of build. The second 2 will benefit from the restoration of the first one. The tools and dies that will be made, the welding adjustments (on certain parts of the car there may be a sub-par job – but correct is correct) adjusted. The paint will be perfect, and a few hundred thousand dollars later – it will be just like new, 1950s new.

Alex had a Gmund to show us. The very first Porsche cars made. The name refers to Gmünd, Austria. Or rather, a barn/shed in Gmund where Porsche and 2 others worked.

I won't go into a full history of the Gmund 356, but it is believed that there were a total of 47 units produced between 1948 and 1950. Four Gmund coupes were built in 1948. Twenty-five were produced in 1949 and 18 were produced in 1950. This brings the total number of cars produced to 51. Broken down, there were 43 coupes and 8 cabriolets (47 production units + 1 prototype Porsche Gmund No. 1 + three

race cars). Each one was built by hand, until they realized they couldn't run a car company and build each and every component by hand. Today, there are seven Gmunds accounted for in private collections and the Porsche Museum. It is thought that there may be another 10 or so cars in varying states of repair and restoration in Europe and the rest of the



world.

Alex tells the story of one person commenting that the Gmund looks like 3 drunk Germans got together and built a car, and it really is sort of a shining example of the "cars build in a shed" phase of automotive development.

But they're so rare, who cares! - Besides, I think they're cute. The split windshield is really cool.

Steve McQueen's Turbo was also on hand for some restorative work.

This car is rich in history," says McQueen's son Chad. "This is the last of the McQueen cars, really. That's known. That's real."

McQueen's untimely death in 1980 at age 50 made this 1976 Porsche 930, chassis 9306800408, the very last of his special-order cars.

McQueen's insatiable need for speed and his affinity for fine automobiles meant always having the best sets of wheels. His Porsche 930 is no exception. Capable of producing 234 HP at 5,500 RPM, the matching-numbers four-speed car came equipped with the rare early production non-intercooled 3.0 liter engine, no. 6860413, with Bosch K-Jetronic fuel injection and was special ordered

from Bob Smith Porsche in Hollywood. McQueen specified that the car be delivered with sunroof, dual mirrors, limited-slip differential and black sport seats, and the original paint tag showing McQueen's special-order paint code 615-9-2 (Slate Gray) is still riveted to the door jamb. But as fine as the car was when delivered, McQueen had even more in mind for it.

"My dad had little things done to it," Chad says. "Like on the dashboard, he had a switch put on so it would kill the rear lights in case he was being chased on Mulholland Drive."

McQueen also switched out the wheels after taking possession, notes the Porsche's current owner, car collector and restorer Mike Regalia. "Later he put the 8s and 9s on it. It came with 7s and 8s, which were the standard wheels he ordered. Then he put 8s and 9s on it; but you know, all of those are personal touches that Steve had done—and he didn't do many to it—Porsche 930 Turbo Carreras were pretty out-of-the-box balls-out cars."

Side by side was the Ferrari F40 and F50. That was kind of a cool comparison too.

So with the Gull Wings, rare Porsches, Ferrari's and assorted Mercedes, a good, stunning, jaw dropping time was had by all.

In This Issue...

One of our own headed to the Porsche Classic Golf Tournament, and sent a report.

Chris Ryan also went to Sebring, volunteered and participated. There's a pretty cool account of it inside.

There's SO much to do for all types in the Club. Our New Comers got snowed out, so we rescheduled it for April 17th. If you're new, please head on over to Ira Porsche, and see all of the kinds of things we do as a Club. If you love your Porsche, there's something for everyone!

Enjoy the Issue!

One Track Mind

On Demand

NER held its annual Ground School at HMS Motorsports' new location on February 20. Stan Corbett (Track Chair) and yours truly (Chief Instructor) shared presentation duties. We had an enthusiastic group of folks interested in learning more about track driving and some who stated, unequivocally, that they were going to participate with us. Even better news, is that some of them were women. For more than a decade, wife (and instructor) Ann, and daughter Sarah, have participated with me at DE events and each year we see more women entering

And that, Ladies and Gentlemen, is how I got involved with the Northeast Region of the PCA.

our events. High performance driving is a sport equally suited to either sex and, in my opinion, a helluva lot more fun than golf!

One of the folks at the Ground School asked me how I got involved with the Porsche Club. Well, it was a long and winding road that brought me to NER. As a kid I was a "magazine gearhead" having no car, no driver's license and no means of getting either. I learned about cars from the likes of "Hot Rod," "Car Craft," "Rod & Custom," and the dullest of them all, "Motor Trend." It was many years until I got my driver's license and another year before I bought my first car, a '57 Chevy Bel Air convertible that I've written about previously (March 2009). That was my first and as the saying goes, "You never forget your first." She was a beauty and I still have a picture of her on my desk to this day.

I moved on (not up) to a 1963 Ford Fairlane 500 with a 390 cubic inch V8 and "three on the tree." Given that I was still reading the same magazines, I thought this Ford would be the ultimate stoplight racer.

Boy, was I wrong. It was, however, very good at consuming gasoline. We had

a short lived romance and, this time, I saved no pictures. Next was a 1965 Mercury Comet with a 289 cubic inch engine and "four on the floor." Now that was more like it - decent gas mileage and "quick" as we used to say.

It wasn't until I took a detour into a British sports car, a Triumph TR6, that I realized that there was more to driving than drag racing. It also changed my reading habits, gone was "Hot Rod" and the others, replaced by "Sports Car Graphic", "Road and Track", "Car and Driver" and other similar publications. Of course some of the things I learned with my Triumph was the "fun" of frequent snafus, high maintenance and the infamous "prince of darkness" electrical system by Lucas. The TR6 was certainly more agile and adept on a country road than any of my previous cars and that opened up a whole new perspective for me. Alas, the quirks of the TR6 got the better of me, plus a new member of the family was on the way, so away my British Racing Green roadster went.

Fast forward twenty plus years to Sarah's college graduation when I presented myself with a new Corvette to celebrate the end of tuition payments for two kids. I enjoyed the "Vette." It was a drag racer and a sports car and it was fun and I wanted to participate with others who had the same interests. I looked into joining a Corvette club but most of those offerings did only social kinds of activities. I wanted to put my car on a track and enjoy some social activities in one club. An acquaintance of mine suggested that I look into the Porsche Club - his neighbor owned a Porsche and occasionally put it on the track. That turned out to be great advice and here I am, four Porsches later - Chief Instructor and President of the Northeast Region.

And that, Ladies and Gentlemen, is how I got involved with the Northeast Region of the PCA.



Dick Anderson

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California Dreamin'



Tom Tate

While this winter in Boston has not been anything to run from, the idea of a gathering of the faithful in the 356 Porsche community on the left coast certainly loomed large on the calendar this year. Son, Rob, was going to drive over from Phoenix for his first visit to the annual festivities even if it was in a BMW. I figured that we could hide it behind the buildings and nobody would notice we were in the wrong type car. Wrong, a 550i with practically open exhaust was tough to hide anywhere. But what a great ride.

The 356 Literature and Toy Meet has been covered before in this column. I must ad-

As noise and the smell of Castoil filled the alley it brought back memories of the Wintercross Series in Frederick MD in the '60's

mit it just gets better every year and 2016 was no exception. It's not so much the literature, there's a lot of that, or the toys, ditto, but spending time with old friends and hitting the shop tours that really make it a not to miss event.

The actual Meet is short, running from 7am to noon on Saturday, the tours go on for days. We even squeezed in a run to the Santa Monica City Pier to have lunch and see the sights the first day we were there. My brother, Bill, and I used to fish off that pier when we lived in Santa Monica before it became La La land. It was also the end of Route 66 after 2448 miles as the photo below shows.



Another beach stop was a place called Crystal Cove in Newport Beach which had all the look of a '50's commune (see La La land above) but with a great spot on the beach for lunch. Cars had to be parked a mile away with a golf cart used as a shuttle since they didn't want cars spoiling the aura of the place. I have to give them a tip of the cap as they did have car covers for the carts so they couldn't be all bad. Besides the ocean view was the best.



Thursday night found us at Craig's, the hot spot in Hollywood, with friends but we were disappointed to find that the Rave that we stumbled into two years ago was dark so we didn't get to see the guys in the spray painted gold underwear this year. You may want to reread that column from 2014 to get the entire embarrassing story.

The tours started in earnest on Friday morning, first stop, the Callas

shop in Torrance to hear the first 911R built in 1967 fire up. We got a one hour lecture about the unusual car from Tom Prine the resident historian. He did a great job walking us through all the unusual features including the oil tank behind the passenger door where it didn't show up again until 1972. And then only for a single year. He dispelled the rumor that it disappeared because too many gas station attendants mistook the flap for the gas tank cover. As with a lot of manufactures, even Porsche, it was all about the cost, in this case the tank itself and the labor to install it.

As noise and the smell of Castoil filled the alley it brought back memories of the Wintercross Series in Frederick MD in the '60's as I watched a 911R outrun everything that showed up



continued on page 44

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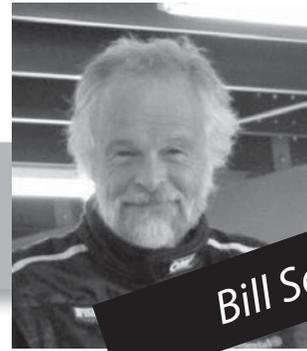
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The Long and Winding Road

Simulations



Bill Seymour

A few weekends ago I went to a day-long (or at least it was for some people) seminar on how to use race car simulators to improve your track driving. This was at The Motorsport Experience in Maynard and they had recruited Ross Bentley (of the Speed Secrets books and website) to coach us. A good idea and many of the 25 attendees liked it but it was a bust for me as I immediately got a terminal case of motion sickness. The simulators were much fancier than your home office version

Reactions to the simulator ranged from wanting to hurl (me) to WOW!

of steering wheel clamped to a table. There were 5 in total including one that had motion capability. What apparently killed me was the use of 3 screen – one in front and one on either side so that you could look ahead into corners – but at the penalty of always having this blurred motion in your peripheral vision. After I nearly booted in the first session they turned off the side screens but by then my vestibular system was so whacked that I was cooked for the day.

The simulators use iRacing for the software and you can pick whatever car and track that you like. To start we were all driving Skip Barber Formula Mazdas with paddle shifters at Lime Rock. These were set up to understeer like pigs (you can use the software to adjust the suspension to your taste) and my fellow students (the Lemons team was there) were spectacularly going straight off at the uphill. Fortunately, in Acton you just push the reset button and start again (please don't do it in Lime Rock CT in the Chumps car). I also tried a spec Miata with a standard 6-speed at Lime Rock and preferred that. I saw others driving a

Radical at Watkins Glen (from a distance – if I got too close that would have caused me to projectile vomit).

The fellow who built the simulators (I knew him from autocross) was also a fancy simulator driver and did a 58 second Lime Rock lap on the machines. This lap was used as a benchmark so that each of us (well, not me – I had given up by the time we got to this point) could compare his/her best lap with his 58 second lap using a data analyzer (like AIM but a different brand, I don't recall which). You could see your speed as well as brake, gas and steering positions at every point on the track. Ross "coached" each of them by pointing out where you could brake later, or harder, or turn in differently, etc. The Lemons team folks that I saw were running 1:01's which is a lot faster than any of us have gone in real life but slow enough that I didn't see them being offered jobs at the simulation place. I also saw a number of students who were slower. (Our former President and First Mechanic had a very spirited battle and were within a tenth of each other.)

Reactions to the simulator ranged from wanting to hurl (me) to WOW! The biggest drawback for most people was that there was no sensation of de-acceleration under braking (the full motion simulator didn't seem to add much to the party). It seems that is the one place where visceral clues are really needed as a sensory input. The simulator shop sells memberships so that you can go repeatedly and Ross Bentley was promoting routine usage to keep your skills up, but for most of the attendees the most likely benefit they saw was to use this to learn a new track. I would certainly consider this if I could avoid puking. Your mileage may vary so give it a try.

Since I had plenty of time to think while others rode the simulators, I pondered how iRacing works and correctly

guessed that it uses a tire model. Since you can adjust suspension and aerodynamic settings and effect realistic changes, it made sense that it worked by adjusting how loadings on each wheel changed and then working through the physics of the friction between tire and road surface (when they map each track they put in the banking and maybe even surface type - at least it knew where "the marbles" were). After I got home I did some googling and learned more about this. It seems that driving simulators are very big business. Never mind Forza and arcade games, the real action is in simulations for fancy race car teams and, most of all, for developing new cars without having to build them and actually drive them. The simulator that I experienced is called a "driver-in-loop" simulator (a real person is at the controls rather than a computer just simulating the operation of the car). This is the most valuable type because it isn't good enough to know what the car can do in an idealized situation: manufacturer's need to know how it performs in the hands of an average driver (or, for race car simulations, in the hands of a race car driver). And to make the simulation accurate, the system must provide as much of the visual, audio and haptic (touch) sensory feedback as possible. Simulators of this type were originally developed for training pilots – you may have heard of the first famous one: the Link Trainer. The gold standard for flight simulators is the Stewart platform which uses a hexapod design to allow movement in all six directions. There are some huge ones of these with up to a 60 ft. "throw" (range of motion) that were used to develop flight systems for the Space Shuttle. Apparently there is new thinking that adequate sensory input can be pro-

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Minutes of the Board

March Meeting

The March board meeting was kindly hosted by Anne and Dick Anderson on the 9th of March at their home in Andover Massachusetts. Attending members in addition to Dick and Anne were Bill Seymour, Laurie James, Stan Corbett, Steve Ross, Bob Cohen, Kristin Larson, Adrienne Ross, and myself. Steven James was unable to attend. The meeting was brought to order at 7:25 p.m.

The first subject of discussion concerned the ongoing problems with our website and the faulty email addressing system we've been experiencing. All NER members are encouraged to contact the board members with suggestions (or critiques) but the email addresses listed on the Board Members page of the Nor'easter generally won't work. I encourage any of you to contact me (address at the end of this column) and I'll pass it along to whomever you would like to reach.

Bill Seymour reported on club activities and mentioned that the Ramble was almost sold out. Now is probably the last chance you'll have to get signed up for this fun event. It really presents a great opportunity to make new friends with other Porsche-centric club members and bond with old friends as well. Registration for the annual autocross novice school opened on March 24th and is expected to fill up quickly. As usual, Moore Airfield at Devens has been reserved for this event and it's sure to be loads of fun and a great opportunity to improve your car control skills. By now, the NER newcomers meeting will be a thing of the past but should present a fun start for people new to the club to learn about the various activities we present and how to get involved. Information about this and all of our club's activities can be found at www.porschenet.com.

Laurie James reported on membership and reported that we now have 1666 primary and 949 affiliate members for a

total of 2,615. Of these we have 13 new members and 1 that transferred in with no transfers out. Total Nor'Easter renewals YTD for 2016 are 708 with more than half of these still by check. It's our goal to transition all renewals to Motorsportreg.com by 2017.

Bob Cohen presented the Treasurer's report and the board voted to accept it. Discussion turned to event sponsorship and how to find some innovative new ways of increasing that support. Kristin Larson mentioned what some of the other PCA chapters are doing and some good ideas were discussed.

Adrienne Ross reported on the Nor'Easter and the challenges of getting that to print in a timely manner. Adrienne and all also discussed the pros and cons of having a professional driving school present at one of our DE events and that was left as a TBD.

Stan reported on Driver Education and the great success of this year's DE Ground School. DE season isn't far off and registration is open for all the events including the early May event at Thompson. This event includes a number of novice activities with a special focus on those new to the track. It's sure to be a great chance to experience what you and your Porsche can do safely, at speed on a dedicated track. Stan also informed us about which track contracts were signed and paid for and the number of registrants already signed up for this year's events.

Steve Ross reported on other club activities and mentioned that the Paul Russell Restoration tour sold out and was a "rousing success". Over \$1700 were donated to McPherson College supporting their Automotive Restoration Program. Porsche of Warwick offered an informative tech session at their facility which included demonstrations of various procedures, such as wheel align-



Alan Donkin

ment, diagnosis of issues with late model Porsches, plus viewing of a number of older Porsches that were in for major servicing including a 1976 912E. The dealership provided food and drinks and all those attending received a Porsche calendar. The Microcar car tour will be held on May 14th at 11am followed by an optional lunch at a local eatery, Barber's Restaurant in Sterling. The annual Colling Foundation event will be held on either the 18th or 19th of June and will include the foundation's special presentation called Wings & Wheels along with our traditional tour of their airplanes, Indy cars,

continued on page 44

Happy PCA Anniversary!

Forty Years

John F. Burton

Thirty-Five Years

Mary H. Schaeffer

Twenty-Five Years

Forbes L. Anderson
Mike Woodward

Twenty Years

Dominic Falconeiri
Gabor Garai

Fifteen Year

Paul K. Whooten
Robert R. Leaper
Gerry Weber

Ten Years

Albert A. Luderer
Sam Shanaman
John P. Crane
Jim Clemmer
Daniel Pinkos

Five Years

Jon Eric Flem
C David Seuss
John R. Holz
Jorge Arroyo
David G. Wilson
Robert Schoonover
Jack W. Cumming
Robert Edgar
Curtis K. Abbott
Adam D. Schwartz
Dave Freeman
Jay E. Gonsalves

Sign Me Up

New Territory



Steven and Laurie James

Mid March I started working my way down to a convention in Orlando. I have never considered driving, it's too far and no time to add several days to the trip. This year, I had a new motivation; I wanted to have Laurie fly down for the return trip back, taking a route along the coast of South and North Carolina, stopping in Savannah, Charleston, crossing Palmetto sound via a ferry to cedar island to the outer banks and then follow working our way north up to Delaware.

I was looking forward to exploring some new territory, however to get to

One more reason, I won't be hopping on the self driving bandwagon anytime soon.

that fun part I needed to drive down in a couple days, and knock out a few business commitments. I won't try to impress anyone with my two day schedule, I'm sure many of our members are well versed in driving a quick commute to Florida.

My tool of choice was our Passat Diesel; it looked to be a good fit for the task at hand. I just added some new Michelin's, and based on the mileage I was thinking I would get somewhere in the high 40's possibly close to 50 mpg. I loaded the car with some road survival gear, luggage for business and vacation.

The trip by my calculation required an early start by 3:30 AM to miss NYC traffic; that plan worked well. I also just waxed the car and at times I could see a few scuff marks coming my way as I made the maneuvers to merge onto the GW Bridge. By 7:00 AM, I was cruising along in NJ and making good time.

As the trip progressed, weaving around trucks and slow commuters I had plenty of time to think, and today my thoughts were about the conceptual idea of driver

less cars. We already have insurance companies tracking driver behavior, a full complement of nanny technologies to prevent collisions, ill advised lane changes, etc. Even Porsche has integrated PASM into their performance specs so you can be thrilled without the expensive consequences. I see a future where the concept of driverless vehicles will be used as a method to improve passenger safety. At least it seems to be a plausible objective.

As I made my way through the first day arriving in N.C. , I had traversed 670 miles of ugly roads, construction, traffic and after the second day, more of the same, road debris, missing pavement, lots of road kill, I was convinced that driver skills should be promoted Vs panned.

As for fun driving, I am even more inclined to choose a less encumbered model, one that allows the driver to be connected to the machine Vs being guided along. If you haven't seen the video introduction of the new 911R, it's worth the time.

As the host explained the R design specs of lightweight materials, manual transmission, minimalist approach I was hooked. Other than the cost, it's a car that should be in my garage.

It was very clear

that the 911R was built for driver to be connected to the car. One more reason, I won't be hopping on the self driving bandwagon anytime soon.

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Don't Lift

2005 Helmets are Out-Of-Date



Stan Corbett

We held our annual DE Ground School on Saturday, February 20th with 35 attendees; a bit lower than the past couple years but a good event as always. A full report is elsewhere in this issue of the Nor'easter.

One more time... since we cannot let anyone on track with a 2005 helmet and I don't want to have to turn anyone away at the track. If you have a 2005 helmet you must replace it before your first DE event of the season. Helmet certifications occur every 5 years and are valid in PCA events for 10 years. Please **DO NOT** show up with a 2005 helmet, you **WILL NOT** be

If you have a 2005 helmet you need to replace it before your first DE event of the season.

allowed on track with a 2005 helmet. The 2015's have been out for several months and many 2010's are available at a decent discount.

Last month I introduced our 2016 Track Committee. I should have pointed out that I and the rest of your track committee really do care about DE and our participants past, present and future. Those of you that were able to attend our ground school, or who have attended DE events in the past, know that safety is the prime directive for DE'ing. The second directive is that DE should be a fun activity. If you try it this year and don't have fun, or if you have tried it in the past and didn't have fun, or have 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. Please consider giving DE a/another chance.

Information on the upcoming DE season is in the "What is Driver's Education?" article elsewhere in this issue. Information is also available on the NER website under Activities/Driver Educa-

tion at <http://www.porschenet.com/activities/driver-education/>. DE registration opened on March 1st and is done through <https://clubregistration.net>. Priority for getting into an event is set by the date paid. 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. 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 4-6, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

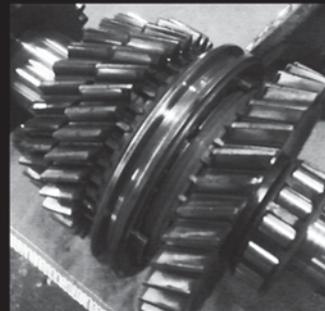
Info on the DE events for 2016 is posted to our website and gets updated frequently as more details are worked out. I can't stress enough how important it is for our DE'ers to read the information on the web site. In addition to the track information the website includes hotel deals, fuel and tire availability, 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 or call me.

For the folks that have tried to contact me via email at trackchair@porschenet.com we have been having problems with the porschenet.com addresses. Until those are ironed out I can be reached at stanley_corbett@msn.com or by phone (774-275-1621).

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

MY 911SC

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Around the Cones

Up and Coming



Steve Ross

Now that we have turned the clocks forward, and lost an hour of sleep in the process, it looks like the Porsche driving season is upon us. On a recent 70 degree day I took the Porsche out for a drive, sans top for the first time this spring.

As can be read in the Noreaster and on Porschenet.com the list of activities of the region are now readily available for your planning.

Hot off the presses, we have changed the venue and date of the annual Con-

tions on upcoming "non moving" events feel free to contact me. For other questions or comments just check the list of board members and activity chairs in the back of the Noreaster for contact information.

See you at an event this Spring/Summer.

For other questions or comments just check the list of board members and activity chairs in the back of the Noreaster...

cours to October 2nd at the Endicott Estates in Dedham, Mass. Space availability for the many Porsches that show up at the event necessitated this move. We feel that the new site will be welcome by all participants and spectators.

Further details on time, entry fee and other matters will be posted in the near future. For those who have never been to the site for their monstrous American car show on the second Sunday of July, you will be in for a pleasant surprise. FYI here is a view of the site taken from a drone. <https://vimeo.com/95607702>

Also coming up in April is a Tech session at EPE in Natick on the 16th, followed by a first ever photo clinic by our resident photographer Richard Viard. Both events can be entered via our webpage or porschenet.com

A reminder to those who are interested in attending the annual Porsche Parade (convention) this year to be held at Jay Peak in northern VT. Nearly a 1000 cars usual attend. Entry is limited so check soon to see if space is left in the event.

As always should you have any ques-

The Hack Mechanic

April 3rd 10:00AM

2015 Calendar At-A-Glance

April

3 - The Hack Mechanic
13 - Board Meeting
16 - Tech Session EPE
17 - New Comers
22-23-24 - DE @ NHMS (NCR)
24 - AX School
29 - Ramble

May

5-6 - DE @ TSMP (NER)
11 - Board Meeting
14 - Microcar Tour
21 - AX #1
20-21-22 - 48-DE Hours at The
Glen @ WGI; Zone 1
22 - Spring Tour

June

10-11-12 - DE @ Palmer (NER)
15 - Board Meeting
27-28 - DE @ LRP (NCR)

July

4-5-6 - DE @ LCMT (NER)
13 - Board Meeting

August

6-7 - DE @ Palmer (NCR)
10 - Board Meeting
12-13-14 - DE @ WGI (NER)

September

14 - Board Meeting
23-24-25 - DE @ PMP (NER)

October

12 - Board Meeting
15-16 - DE @ NHMS (NCR)

November

9 - Board Meeting

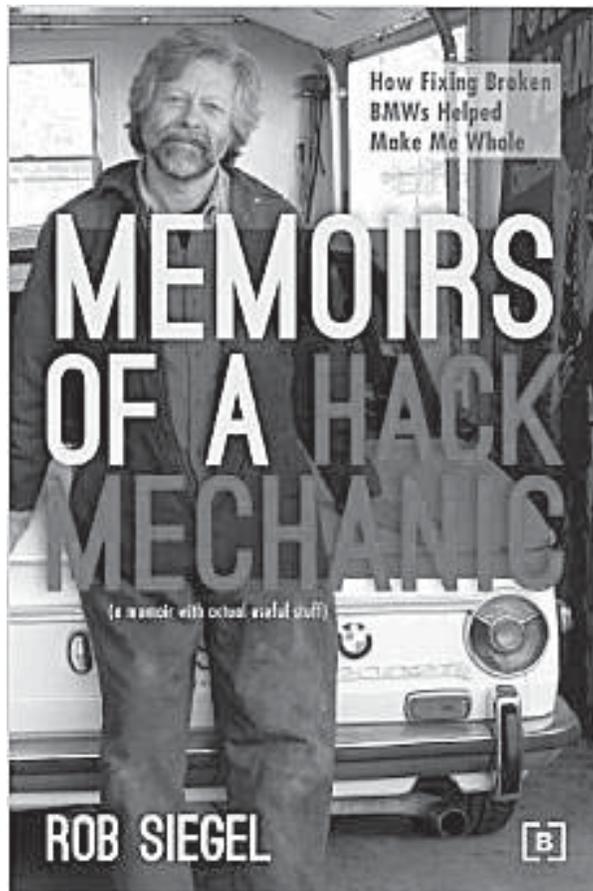
December

14 - Board Meeting

On April 3rd at 2:30 at the VFW in Natick, the region will again host the knowledgeable and humorous Rob Siegal, ("the hack mechanic)tech writer for the BMW club as well as former contributor to Road & Track magazine as he entertains us with his trials and tribulations as well as skinned knuckles and showers of engine fluid experiences in his quest to bring old cars (he even resurrected a 911SC)to drivable condition.

As always the club will supply munchies and liquid refreshment and the VFW will be offering adult beverages down stairs for a great price.

There is no charge for entry however we would appreciate that you send a note to Steve Ross (the organizer) at slr944@aol.com letting us know how many people will be attending so that we can plan drinks and food quantities in advance.



Tech Session at EPE

April 16th 10:00AM



Topics that will be covered.

Awakening your car from winter hibernation

Pre trip/flight check lists

Smart spare parts to carry that can solve simple but potentially annoying problems on the road

How to prepare yourself and your car for a track or an autocross event

What are the best short and long term changes and modifications you should consider for your car when planning to participate in track or autocross events

Why we suggest a different maintenance schedule for your car as compared to that in your Porsche service book

How to make the most of your on track time and instructor feedback.

How to better understand what it is that your car is striving to tell you that you rarely pick up on.

Repairs/ Maintenance that an owner can perform at their home.

How can what you, as the owner/driver, can sense in your Porsche while driving that can be use of use in helping a repair shop isolate and fix a problem with your car.

In order to make sure we have sufficient food and beverages in addition to seating for all, please RSVP by emailing Steve Ross at SLR944@AOL.COM with your name and the number of additional people that will be with you by April 12th at the latest.

RESCHEDULED! New Comers

April 17th



Driver Education, the Ramble, Autocross, Concours, Tours, Tech Sessions, Social Events, Spontaneous Dinners, the Nor'Easter. Wow! As a member of the Northeast Region PCA you can pick from a lot of different activities: lots of opportunities to meet your friends, learn about your car and - best of all - drive your car!

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

And if you aren't a newcomer - are you really sure that you are getting all you can out of the club? Or would you just like a chance to see your friends, hang out and start thinking about the 2014 driving season?

Or maybe you'd like to come for coffee and sandwiches and see if you can win one of the great raffle items?

Or maybe you'd like to drool over some new Porsches or buy some Porsche boutique goodies?

No matter which of these categories you are in, you'll want to come to the Newcomers Meeting held on Sunday April 17th starting with a light lunch at 11:00 am, followed by presentations starting at 1:00 pm. There will be plenty to see and learn, and refreshments will be provided by our hosts at Porsche of Danvers.

Please RSVP at <http://volunteersignup.org/XKT3L>. Questions? Email Steve Ross at admin@porschenet.com

And check all that's going on at Porsche of Danvers at www.facebook.com/iraporsche!!

Directions: Porsche of Danvers is located on Route 114 in Danvers: 97C Andover Street Danvers, MA 01923

See you there!

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by Marcus Collins

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Home buying and selling guide

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Newsweek Top High Schools 2014

AMERICA'S TOP HIGH SCHOOLS
• 2014 •

Newsweek magazine's ranking of the nation's top high schools is a key indicator of a school's quality. The ranking is based on a variety of factors, including standardized test scores, graduation rates, and teacher quality.

Newsweek Top High Schools

Number of Schools in Top 100

RE/MAX Leading Edge
How's the Market?
Real Estate Newsletter
October 2014

Should buyers delay until 2015?

1. How do we see home sales in 2015?

MAPropertiesOnline



Dani Fleming (617) 997-9145

Dani.Fleming@MAPropertiesOnline.com

Marcus Collins (781) 640-3597

Marcus.Collins@MAPropertiesOnline.com

www.MAPropertiesOnline.com



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Auto Cross School

Sunday April 24th

Sponsored by



What is autocross?

Like all club activities, Autocrossing is primarily a means to bring people with an interest in Porsches together. Having said that, autocrossing has two primary benefits that distinguishes it from many other PCA activities...

First, it allows you to learn the limits of your car control abilities in a safe environment. The venue we are lucky enough to utilize allows participants to exceed the physical limits of their car's mechanical grip without posing risk of damage to cars or participants. In contrast to Autocross, Driver Education with its higher speeds and normal track obstacles (ARMCO, jersey barriers, other cars), forces participants to be much more conservative in order to avoid exceeding their limits. Autocross devotees claim that you cannot truly learn the limits of your car's abilities until you have exceeded them once or twice. (What idiot wrote the last three sentences? Translation: "In a spin, both feet in. Wheee!")

Secondly, with the exception of PCA Club Racing (which requires well-developed skills and a not inconsiderable budget), Autocrossing is the only competitive driving activity supported by the Northeast region of the club. (Note: contrary to some of the conversations you may overhear, Driver's Education is NOT a competitive club activity). For those of you who appreciate a little competitiveness in their recreational activities, Autocrossing should scratch this itch for you.

Autocross is not the minor leagues where you practice until you can move on to DE (although it certainly is a great idea to learn car control skills in the safer environment of Autocross before doing DE). Autocross is an ideal complement to DE and just one more way to enjoy your Porsche. (Oh, all right, there are those who like to say "If DE were any harder, they'd call it autocross." But we're all trying to tone down the dialogue.)

What about the downsides?

Autocrossing is one of the most budget friendly activities you can participate in through the club. In order to keep costs down, however, we do not employ professional flaggers on our courses. That means that every participant has to work the course during a day of competition. While working a course allows folks to participate in a different form of learning about car control (i.e. observation), it does mean some time spent standing outside in the weather. (And actually it can be a nice break to stop multi-tasking and just watch some cars racing. The Porsche person's version of "gone fishin").

Who should attend the Autocross school?

NER traditionally runs an Autocross School as the first event of our 6 event season. The School will be held on Sunday April 24th. It's an all day school: arrive at no later than 7:30 and you'll be busy until 4 or 5. The autocross school is designed for autocross novices looking to learn/improve their car control skills and to learn what the sport of autocrossing entails in a non-competitive environment. Our instructors understand the anxiety that novices feel and therefore promote a low stress learning environment. Teenage drivers who are fully licensed (not just a permit) are also most welcome, though if they are under the age of 18, they must provide a signed waiver and have at least one parent present. Please contact the Autocross Registrar for further information

about teenage drivers. This event is not a "test and tune" and experienced autocrossers will be denied admission to save room for novices.

Registration

Online pre-registration is required for this event. ... www.pcaner.motorsportsreg.com. Registration opens March 24th and closes Wednesday April 20th at midnight. We can only accept a limited number of participants and the event will sell out so register early to avoid disappointment. The cost is \$50. Non-driving guests/observers are welcome.

Conway Autoworks

Conway Autoworks is a full service routine maintenance and race car prep shop. Check them out at <http://conwayautoworks.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. Google maps address is 91 Fitchburg Rd. Ayer MA

Registration questions: Dave Berman autocrossreg@porschenet.com

General questions: Bill Seymour autocrosschair@porschenet.com



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2014



Drivers Education TSMP

May 5th and 6th

Sponsored by South Shore Autoworks



Join the Northeast Region drivers for our first event in 2016 at Thompson Speedway Motorsports Park in Thompson, CT for a 2-day DE event. This event will include a return of our annual Novice Day activities plus a full DE for signed off drivers. 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 50's and running through the early 70's. 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. This year's Thompson event is again sponsored by Justin Becker and the folks at South Shore Autoworks in Kingston, MA. Check them out at <https://southshoreauto1.godaddysites.com/> and see their ad in the Nor'easter.

Registration for this event opens on March 1st. Confirmation into the event for Green and Yellow run group drivers will be by date paid as instructors (hopefully) sign up for the event. Green and Yellow drivers will be (wait for it...) waitlisted while we wait (I couldn't resist) for instructors to sign up (sorry!). Waitlisted drivers that do not make it into the event will receive full refunds of their registration fees. We are continuing what we started at last September's event – instructor registration is FREE at Thompson – this in an attempt to increase the instructor turn out so we can accommodate as many student drivers as possible.

Our events are open to current PCA, BMWCCA and members of other recognized car clubs.

There will be a Wine, Beer and Soda Social when the track day ends on Thursday, followed by a catered dinner (menu TBA). Tickets for the dinner are \$20 per person (except Novice drivers who are invited to attend for free) and are available through ClubReg when you register for the event. Drivers can purchase tickets for family and guests. Please order dinner tickets in ClubReg so we have an accurate count of the number of people attending the dinner.

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

Students \$397

Signed off Drivers \$350

Instructors \$0 (FREE!)

Directions to the track and further details will be included in Track Rats message and at www.porschenet.com/events/ner-de-event-at-thompson-speedway-motorsports-park/. Please make sure your email address is current in your clubregistration.net profile.

There are some hotel deals available... details are on the event web page.

Thompson has a 103dBA noise restriction... details are on the event web page. This is a further relaxation of last year's 100dB limit.

Garage Reservations are made directly through TSMP... details are on the event web page.

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

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

2016 NER DRIVER'S EDUCATION

NORTHEAST REGION NORTHEAST REGION NORT
HEAST REGION NORTHEAST REGION NORTHEAS
DRIVER EDUCATION DRIVER EDUCATION DRIVER
CATION DRIVER EDUCATION DRIVER EDUCATION



MONT TREMBLANT WATKINS GLEN NHIS
GLEN THUNDERBOLT CALABOGIE MOSPOR
ANT LIME ROCK NHIS MOSPORT WATKIN
MOSPORT MONT TREMBLANT THUNDERBOL

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 2016 season we've lined up some great tracks and events. Between NER and NCR there are nine events at six different tracks as you'll see below, including a favorite in Canada and a return to Watkins Glen. We have weekends

at New Hampshire, Palmer, and Watkins Glen. To register for NER events, please visit Club Registration. Registration for NER DE events will open on March 1st. NER's first event of the season is a two-day, Thursday-Friday combination, which will include our annual Novice Day activities plus a full DE for signed off drivers. This event will run May 5-6th.

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 2016?

Watkins Glen is Back, 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 coordinated events provide the dedicated DE enthusiast the chance for 23 days of driving on six different circuits; including a return to Watkins Glen. This year we're up to six weekend events; two at New Hampshire Motor Speedway (NHMS) in Loudon, NH; one at Watkins Glen International (WGI) in Watkins Glen, NY; and three at Palmer Motorsports Park (PMP) in Palmer, MA. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 4-6, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing.

This year we're adding a dinner at each event (except Mont-Tremblant). We're hoping these provide more opportunity for socializing with your fellow drivers and guests. Tickets for the dinners will be \$20 per person except for the Thompson event in May. At that event, which includes our Novice Day activities, Green run group drivers get a free ticket to the dinner.

For those new to DE:

Novice Day 2016 will be part of the first event of the season. We are still working out the details but hope to include car control activities, classroom sessions and on-track driving for our novice drivers. 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 is scheduled for February 20th this year (see promo in this issue).

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 each 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, our return to The Glen and the proximity of NCR's Limerock event to the Porsche Parade) there may 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 4-6, 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-event 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 require-

ments, 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 SA2010, SA2015, M2010 or M2015. In addition NER will also allow K2010 and K2015 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. Please DO NOT show up with a 2005 helmet, you WILL NOT be allowed on track with a 2005 helmet. The 2015's have been out for several months

and the 2010's are available at a decent discount.

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 SA2010 or M2010 (or K2010)
- 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.

2016 Driver Education Schedule:

Registration

Event Date	Days	Track	Host	Open Date	Student Solo	Instructor
April 22-24	Fr/Sa/Su	NHMS	NCR	Feb 1, 2016	See NCR registration website	
May 5-6	Thur/Fri	Thompson	NER	Mar 1, 2016	\$397	\$350 N/C
June 10-12	Fr/Sa/Su	Palmer	NER	Mar 1, 2016	see event page \$285	
June 27-28	Mon/Tue	Limerock Park	NCR	Feb 1, 2016	See NCR registration website	
July 4-6	Mo/Tu/We	Mt Tremblant	NER	Mar 1, 2016	\$570	\$500 \$260
Aug 6-7	Sat/Sun	Palmer	NCR	Feb 1, 2016	See NCR registration website	
Aug 12-14	Fr/Sa/Su	WGI	NER	Mar 1, 2016	\$595	\$525 \$285
Sep 23-25	Fr/Sa/Su	Palmer	NER	Mar 1, 2016	\$570	\$500 \$260
Oct 15-16	Sat/Sun	NHMS	NCR	Feb 1, 2016	See NCR registration website	

Pricing*

*Final pricing for NER's 2016 DE events has been approved by the Board

Contact Information:

Northeast Region (NER)
www.porschenet.com

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

Registrar
Mark Keefe - 508-529-6127
tcreg@porschenet.com

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

Track Chair
Stan Corbett - 774-275-1621
trackchair@porschenet.com

Track Chair
Pat Maloney - 978-501-0161

Event Registration Site
www.clubregistration.net

Event Registration Site
www.motorsportreg.com

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

Auto Cross #1

Saturday, May 21st

Sponsored by Herb Chambers Porsche of Boston

Herb Chambers



PORSCHE

Boston | Burlington

The first competition event of the 2016 NER Autocross Series is Saturday May 21st at Fort Devens. Our sponsor is Herb Chambers Porsche. And, if we are lucky, we might even get Race Track Rick to bring out a whole fleet of new Porsches for us to play with. Oh, maybe we just dreamed that. Well, anyway, we are darn sure we'll see at least two new GT4's and three 991 GT3's. Does that mean you shouldn't come if all you have is an early Boxster? NO, of course not! There will be Porsches of all ages and types (and even some non-Porsches – if you are a member you can come in whatever you want – well maybe not a pickup truck – in fact we're hoping to see a Ferrari this year).

There are relatively few changes for this year. We are hoping that we will be broadcasting results over a local network at the first event so come and be part of the alpha test.

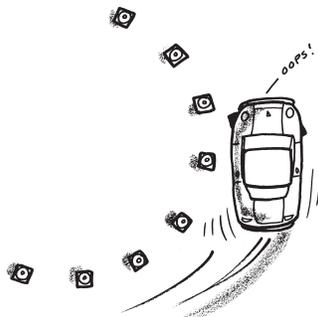
Registration opens on April 21st and you also have the option of signing up for the season (and saving \$50). You must sign up online and it closes at midnite on May 18th. Go to <http://pcaner.motorsportreg.com/>

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. The google maps address is 91 Fitchburg Rd. Ayer MA.



Spring Tour

Sunday, May 22nd



Join us for a delightful jaunt on the highways and byways of the beautiful and historic South Shore on Sunday May 22. We'll meet at the newly constructed showroom of Porsche of Norwell located at 75 Pond Street (Rt. 228). Paul Maranian 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 various towns on the South Shore. 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 our chosen restaurant between 12:30 and 1:00 p.m. where tables will be awaiting us to enjoy a well earned repast.

It should be a lovely day during which 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 sign up below to register (1 "space" for each person attending) 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.



Paul Maranian

General Sales Manager

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75 Pond Street
Norwell, Massachusetts 02061
Direct: (781) 261-5211 • Fax: (781) 261-5271

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NER at Palmer Motorsports Park

June 10-12th

Join us for our first of two events in 2016 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 I-90 is Palmer Motorsports Park (PMP), the first true road course in Massachusetts. PMP Whiskey Hill Raceway is 2.3 miles long, 40-foot wide, and has over 190 feet of elevation change. Designed by grassroots racers and professional track designers and carved out of Whiskey Hill granite the road course is a 14-turn rollercoaster ride around a scenic and secluded alpine wilderness.

Friday June 10th is an Advanced Day for advanced drivers and instructors only (White, Black and Red run groups). Saturday and Sunday are open to all drivers.

Our events are open to current PCA, BMWCCA and members of other recognized car clubs.

There will be a Wine, Beer and Soda Social when the track day ends on Saturday, followed by a catered dinner (menu TBA). Tickets for the dinner must be purchased from the track. Pricing and a link to purchase will be provided as soon as they are available.

Drivers can purchase tickets for family and guests.

Registration for this event will be handled by NER through 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): \$525

Instructors (Red run group): \$285

Directions to the track and further details will be included in Track Rats message and at <http://www.porschenet.com/events/ner-de-event-at-palmer-motorsports-park/>. Please make sure your email address is current in your clubregistration.net profile.

Palmer's sound limit is 95 decibels on the A scale, as measured at 50 feet from the track edge by track management. This limit will be strictly enforced.

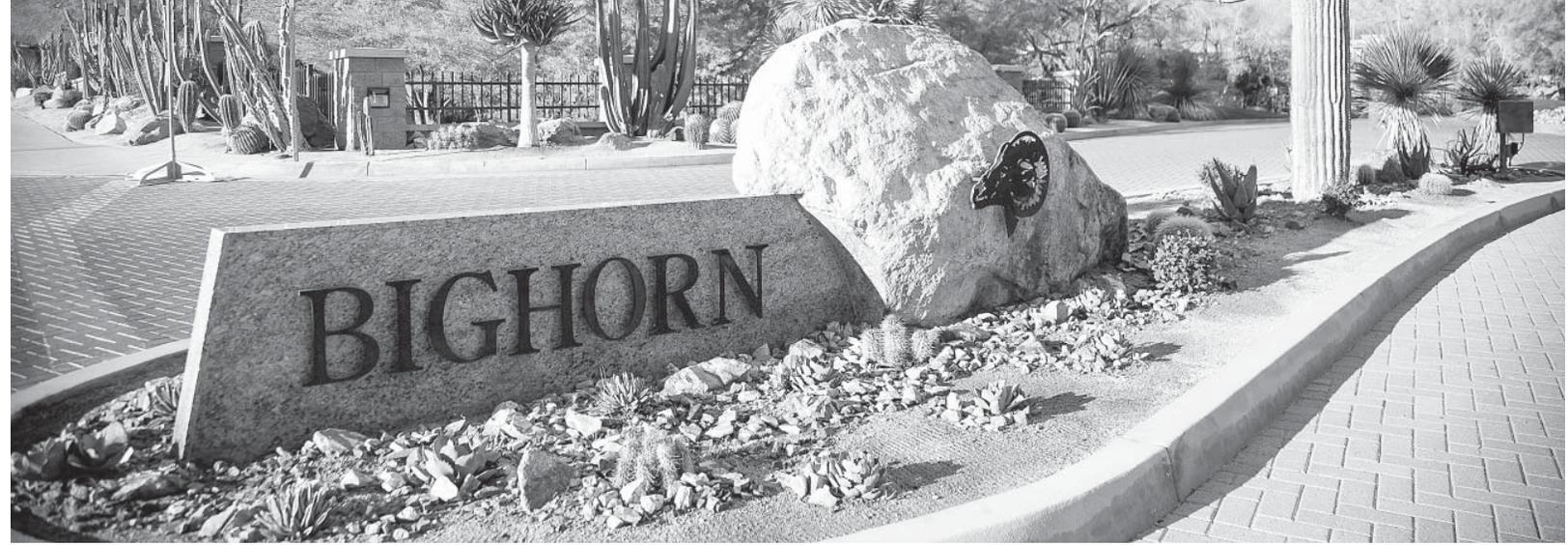
Garage Reservations are made directly through PMP... details will be on the event web page.

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

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



**2016 PORSCHE GOLF CUP USA FINAL
SPONSORED BY PORSCHE OF WARWICK**



It's mid-January. Friday night. Just relaxing after dinner. I notice an e-mail from Bill Seymour on the MotorsportsReg PCA NER autocross mailing list. That's weird.

The subject of the e-mail is "Who loves autocross and golf?". That's even weirder. What's this all about? Bill claims to have an opportunity for someone who is a golf enthusiast and also drives a Porsche to win an all-expense paid trip to the 2016 Porsche Golf Cup USA Final in Palm Springs California. Unbelievable. What the heck, I'll give it a try. Usually golf and autocross get in each other's way in the summer, but I didn't think I would get the opportunity to do either for a few months so I'm game. I replied to Bill that, in addition to driving a Cayman at autocross events, I am a member of Butter Brook Golf Club in Westford and I'd be happy to throw my hat in the ring for this opportunity even though I'm not a great golfer. To sweeten the deal, I even offered to write up my experience for the NorEaster (you can probably see where this is heading...). That was a fun goof, but now it's time for bed. Wake up the next day. I see a new e-mail from Steve Ross sent late the previous night: I'm in! Incredible! I never expected to be playing golf before unwrapping the Cayman from its winter storage and certainly not in Palm Springs. A quick exchange of e-mails with Lindsay Ciavatto from Porsche of Warwick sealed the deal.

Here's the back story... This is the second year that Porsche Cars North America has organized a golf tournament to show their appreciation to their dealers and their most loyal customers. It appears that Porsche of Warwick

sponsored a foursome to the tournament, but had a last-minute cancellation and they needed a replacement, quick. I guess I was just in the right place in the right time and snagged this amazing opportunity. The tournament would be held at Big Horn Golf Club in Palm Desert, California, an extremely exclusive private course surrounded by simply amazing homes. Porsche would be putting us up at the Ritz Carlton in Rancho Mirage. Not too shabby. Sounds like a nice place to spend a few days in the middle of February! I was just hoping not to embarrass myself too badly as I hadn't touched a golf club since September. To try and mitigate that possibility, I spent quite a few evenings practicing putting and chipping while watching television.

February arrives. Just to rub in the difference in weather between Boston and Palm Springs, we hit record lows of -10 degrees the weekend before we were set to leave. Denise and I got up at 3 am for an early morning flight from Boston to Phoenix to Palm Springs. Luckily there was no major storm to bog down flights so the trip was quite uneventful. I had imagined all sorts of worst-case scenarios where there was a foot or more of snow on the ground or falling to interfere with this trip, but the weather cooperated this time. We arrive

around 11:30 greeted by bright sun and 80 degree temperatures. We flew in on a small jet and deplaned the old-fashioned way, onto the tarmac. The Palm Springs airport consists of a terminal separated from the baggage claim area by an open-air walkway. What a treat to be able to sit out in the warm sun in the middle of an airport in February! We were greeted by some Porsche tournament representatives in the baggage claim area and went to retrieve my golf clubs. They made it! One final imaginary problem averted.

PCNA had arranged for a number of Porsches and drivers to shuttle us to the hotel from the airport. We got a ride in a beautiful shiny black Cayenne. Previously we had wondered why anyone would want a Porsche SUV, but now we know. They have incredibly roomy and comfortable seats, even in the back! As we pulled into the Ritz there were all sorts of Porsche banners waving about



Copy and Photos by Robert Galejs

in the breeze and plenty of Porsches on display. It appeared that PCNA had arranged for their entire lineup to be there: All sorts of 911 varieties, Boxster, Cayman, Macan, Cayenne, GT3RS, GT4 and the topper of the day... a 918! I'm guessing that that had to be the most photographed car over the next few days, just sitting there parked next to the hotel. We checked in and got a set of Porsche Design golf goodies. Our room wasn't quite ready so we had to amuse ourselves by admiring all of the cars and lounging by one of the pools, poor us.

Practice rounds at Big Horn Golf Club were scheduled on the Canyons course that day so, when our room was ready, I changed into my golf gear and grabbed the next shuttle over to the golf course. On the way we drove by the most amazing stretch of car dealers I've ever seen: Audi, Porsche, Land Rover, Bentley, Jaguar, Maserati, McLaren. Wow! It was getting kind of late in the day but I hoped to get in a few practice holes to see what the course was like and, hopefully, get all of my bad shots out of my system. I shared a cart with Bryan Barker, a former Jacksonville Jaguars kicker who had some very sage advice about the upcoming event. We were talking about the prizes for the next day's tournament when he remarked, "If you've made it



here, you've already won." Couldn't argue with that.

Big Horn is simply an amazing course, with not a blade of grass out of place, perfect landscaping and flowerbeds that would put any New England garden to shame as well as incredible, almost Disney-like, streams and waterfalls. I managed a good drive off of the first tee but

then duffed my next shot into a sand trap. I couldn't see any rakes lying around so I didn't quite know how we were supposed to rake the traps but I turned around and our caddy(!) Jarrad was holding one. They have underground storage for their rakes. I've never seen that before nor ever played with a caddy. The wind really picked up after a few holes but Jarrad let us know just what to do. On one shot 125 yards straight



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into the wind, he suggested that I should add 40 yards. That seemed like a lot, but using my 165 yard club ended up pin high. We even got to practice the hole-in-one challenge hole but I pulled my shot left into the water. My second was considerable better and ended up on the green. Maybe I had a shot at this despite my lack of golf practice ... After 9 holes I decided to bow out of the practice round as I didn't want to wear myself out before the tournament the next day. I got lost a couple of times on the way back to the clubhouse but got there in plenty of time for the shuttle back to the hotel.

That evening we had the welcome dinner outdoors on the lawn nestled between the GT3RS, GT4 and 911 turbo. The Ritz puts on an amazing spread, the hors d'oeuvres were scrumptious and the open bar allowed us all to be very relaxed. It was super windy with the lights strung over the lawn swinging to and fro blinking on and off a few 10s of seconds at a time, like a very slow strobe light, but they sorted that out eventually. Denise and I sat down on some very comfy couches and just happened to meet another couple from Massachusetts, Richard Nieboer and his wife Gidget, and got to know each other over drinks. I would be sharing a cart with Richard the next day at the tournament. We got our dinner and sat down at a table with a whole crew from Nebraska and Iowa. Everyone was super friendly and we talked Porsches, golf, politics, weather, kids and lots of crazy driving stories. As dinner was winding down, we were welcomed to the tournament by Andre Oosthuizen, VP Marketing for PCNA. After dessert, we went to bed before 9 pm as we were pretty tired after being up for about 21 hours.

Tournament day. Breakfast at Big Horn. In line at the breakfast buffet, one of the Nebraska Porsche enthusiasts piped up, "Bahston's here!" when he saw Denise and me. We had a short discussion about the proper pronunciation of "Bahston" and sat down to eat. I hit a few balls on the practice range with a shiny yellow GT4 on display looking amazing in the bright morning sun. The forecast was for an overcast day, but it appears that Palm Springs overcast is quite different from Boston overcast. Just having clouds in the sky appeared to be a newsworthy event. I then met the rest of the Porsche Warwick contingent: Stephen Rooks and Greg Benik with Richard and me rounding out the foursome. We also had a caddy, Jerry, for the tournament although



today the caddies were strictly forbidden from giving us any advice and were there solely to help with rules interpretation and course maintenance (filling divots, raking traps, etc). We had a group photo with all 85 or so of the players gathered around the GT4, along with a drone flying around taking video. During the photo, I noticed that the key for the GT4 was sitting right in the windshield wiper well, but no one appeared motivated to take advantage of that opportunity.

There were several prizes on the line for the tournament: The low gross scorers for the men and women along with the low net scorers in the three mixed handicap flights would get to represent the United States in the Porsche World Golf Cup in Mallorca, Spain in May. If anyone managed to get a hole-in-one on hole 4, they would get a \$100k credit towards a Porsche of their choosing from Porsche Financial Services. There were also a few "fun" prizes: Closest to the pin, longest drive, most 8's and "longest day". We ended up playing from the blue tees (rating 70.7/ slope 130).

We were instructed to be in our carts at 8:15 so we could head out onto the course for an 8:45 shotgun start. The Porsche Warwick team was the second group starting on hole 18, putting us in the very back of the golf cart parade to the start almost guaranteeing a slow ride to the start. Richard and I were in one cart with Stephen and Greg in the other. Our caddy, Jerry, would hitch a ride on the back of whatever cart was convenient. This is where Jerry gives us the best non-golf advice of the day: "When you hear the signal to go, take a hard left and floor it through the adjoining parking lot to try and sneak by the rest of the crowd." It worked like a charm. We managed to get in front of all of the others so we could practice our driving skills on the various curves along the way to our starting hole.

The 18th hole is a par 4 dogleg left with a huge Porsche sign behind the sand traps. Just spectacular scenery and landscaping everywhere. High above the Porsche sign on a ridgetop was a 35000 square foot house with a guest house sporting a semi-circular window carved into a huge rock outcropping. I won't bore you with every hole, but I need to describe the hole-in-one challenge: Hole 4 on the Canyons course. This was a very intimidating par 3 with water in front of and to the left of the green and sand traps to the right. Not only that, but, just in case someone manages to make the hole-in-one, there are two cameramen, a Go-Pro video camera and several tournament officials looking on. Stephen is up first and hits short right. No trouble, but no hole-in-one. Greg hits a great shot with a draw that heads right towards the hole, but ends up about 25 ft away, too bad. My turn. I'm trying to keep calm and just hit the green, but I end up pushing my tee shot way right and into the desert terrain. Richard gives it a try as well, but ends up in the water. No new Porsches for New England



today...

I ended up with 3 pars (1 almost birdie), 3 8s and the rest in between with 3 tees shots out of bounds for stroke and distance penalties. Even so, I shot a 102 net 76. Not enough for Mallorca. I would have had to shoot 8 strokes better. Stephen ended up with an 83 net 75 and Greg an 85 net 77, 11 and 12 strokes away from Mallorca. Stephen and Greg had their own exciting mini-tournament with Stephen prevailing on the last hole.

That sure was fun! Back to the clubhouse for lunch and drinks and then back to the hotel to relax before the awards reception and dinner. As usual, we had exceptional food, drinks and company with plenty more Porsche stories to go around. Andre Oosthuizen presented the awards. No New England golfers were going to the World Cup and no one from anywhere ended up hitting the hole-in-one prize, but New England did not go home empty handed. Richard won one of the "fun" prizes but I'll let him fill you in on which one.

Denise and I stayed on one extra day to enjoy the beautiful weather and topped off the trip with a two-hour trail ride through some amazing desert canyon terrain on horseback. We rode up and down narrow, steep trails on ridges and down into canyons filled with huge, wild palm trees sitting in streams. Now we know where Palm Springs gets its name from. Due to recent rains the desert was actually quite green and just starting to flower.

This was just an amazing once-in-a-lifetime experience, although I would gladly go out again next year if anyone needs help filling out their foursome... A huge thanks goes out to Porsche of Warwick (my new favorite Porsche dealership), Bill Seymour and Steve Ross (for presenting me with this amazing opportunity), PCNA, The Ritz Carlton and Big Horn Golf club.

Now I'll just have to go back to day-dreaming about taking my Christmas present (new rims with Bridgestone Potenza RE-71Rs) out to Autocross in Ayer this spring. Hopefully I'll manage to get Ed Moschella to look in his rear-view mirror this season. Maybe we'll even see some new autocrossers from the Porsche Warwick crew if my proselytizing efforts were successful.





Winter Road Trip

Copy and Photos by Chris Ryan

For many NER members, winter in New England means putting their Porsches into storage, protected from evils of salted roads and the general bad weather experienced between December and April. I've always subscribed to that approach, putting my "fun" cars up in my garage after a cleaning, oil change, and any needed maintenance items to await the Spring.

My wife and I have generally made it a point to head south at some point during the winter months for the past 30 years to visit family in South Florida. Every time we get down there, I wish I had a Porsche to cruise around and enjoy the nice weather in. Since our trips were family excursions with our two kids, this was not practical. This year, having given up my old day job and with our children grown and living independently, I thought why not drive my Boxster down to Florida – and make a road trip out of it. Maybe even check out some PCA activities while there. As it turns out the 48 Hours at Sebring was happening around the time we planned to travel, and Gold Coast Region was holding an autocross at Sebring that weekend so I signed up. Shortly thereafter, I was contacted by Jerry Daily of GCR who was coordinating volunteers for the Club Racing event. I told him I'd help out, so I planned to make my way to Sebring a day before the autocross and make myself available as a volunteer. I planned to make a few stops along the way, to visit my son in DC and a cousin in Melbourne Beach along the way, then spend a few days at Sebring checking out the largest PCA club racing event of the season, run the GCR autocross, then head south to meet up with my wife Lily (who elected to fly) her family's place in Miami for the week. Then I'd make my way back north, taking a more "scenic route" than I-95 back, weather permitting.

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The trip to Sebring over from Melbourne Beach was a great drive, although the center of the state seemed like endless miles of back road through orange groves, cattle farms, and sugar plantations to the point I began to think I had taken a wrong turn or something. I began to wonder where the heck Sebring with its illustrious race track was ... until finally seeing a sign off of highway 98 pointing to the raceway telling me I was in the right place. I checked into my motel, then headed over to the track as evening was approaching to get oriented before showing up to help out the next morning.

The Club Racing event is co-hosted each year by Sun Coast Region and Gold Coast Region of PCA. Sun Coast's website sums up the event pretty accurately:

"...proud to bring to you the most exciting PCA Club Race in North America held at the historic Sebring International Raceway. Every year a strange gathering of Pink Plastic Flamingos and Daytona 24 Hours winners join another 350 to 400 Porsche drivers ranging from Advanced Solo to the who's who of Porsche drivers, many times arriving with the latest Daytona 24 Hour winning team and car."

"As you enter the paddock area, pause at the top of the bridge and open your eyes to find the infield full of tractor trailers, beautiful Porsches, and a host of vendors. While we have been the largest Club Race in North America for many years, our goal continues to be the greatest race. The number of GT3 CUP cars continues to grow each year, but we are proud of the fact that Porsches from the 60's, 70's, 80's, and 90's still have a place for friendly competition under the watchful eye of the PCA Club Race scrutineers. We are honored that so many drivers have made the 48 Hours at Sebring their home each February."

After checking in at the main gate and heading over the bridge spanning turn 17 into the paddock area, I could immediately see that things would live up to this description. Not just from the expanse of the track, and the sound of the cars accelerating down main straight but wandering around the infield and seeing the huge variety and number of Porsches of all types with the impressive rigs set up to transport and support the cars brought in for the event - just as advertised! Walking through the Hall of Fame Gallery of

Legends building was a special treat, with its incredible display of winners of the 12 Hours of Sebring race that looks like a who's who of motor racing. Pretty impressive.

Friday morning, after reporting for volunteer duty, I was driven by one of the volunteer coordinators out to turn 16 just before the back straight to help out the two SCCA corner workers already stationed there - a retired couple from England who summer in FL, and volunteer at the never-ending racing events at Sebring during the winter for fun. They didn't even own a sports car, but seemed to enjoy the motorsport thing immensely. When I first arrived at the corner worker's station, practice runs had already started, and it quickly became apparent how loud things were going to be and forgetting to bring earplugs, I wondered how I was going to spend 4 hours or so out at that corner - not to mention it was uncharacteristically cold with temperatures feeling like the 30's with the wind chill ... Thankfully, I was quickly given a set of headphones to listen in to track operations so we could communicate activity from that corner concerning infractions, off-track excursions, mechanical problems, etc. After seeing the amount of time it took for the cars to make a lap around the entire track, it began to sink in how large this place really is. And being that close to the action, it was especially fun to watch the GT class run group - and see up close how much louder, faster, and glued to the track they looked compared to run groups with the older Porsches. It was great watching the action from that vantage point - and these were only practice!

Saturday was autocross day. The event, run by Gold Coast Region AX Chair Steve Kidd and his wife Dot was set up at a skid pad area adjacent to the main entrance. Like we have with NER & NCR, the drivers who'd registered were from both Gold Coast Region and their sister region Sun Coast and seem to run in each other's events regularly. The group was a friendly bunch and there was plenty of time to hang out and socialize as we didn't arrive until 10 AM and runs didn't start until noon. Imagine my surprise when fellow (ex) NER member Chris O'Hare (he moved to Florida last Fall), tapped me on





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the shoulder as we stood in the registration line and said "what are you doing here, Chris?"

There were 71 cars registered ranging from a pretty rough '61 356 to brand new 991's. With the skid pad being a relatively confined area compared to Devens airfield, the course was much different from what I've been used to. It consisted of a few 90 degree turns through gates, followed by a slalom running diagonally across the area toward the actual skid pad area where the course spiraled inward for two passes around the sprinkler head. Once you negotiated this merry-go-round, you then exited through a couple of offset gates to the finish. The tricky part was that the skid pad itself (where the "spiral" was) was thick with what appeared to be years of rubber and noticeably smooth during the walk through. About all you could do was keep it as tight as possible without pushing too hard to get around and out of the thing to get a decent launch toward the finish. Run times were in the 41-50 second range. Unfortunately, rain had been threatening all morning and ultimately prevailed during the afternoon - resulting in us only being able to post 3 dry runs before the soaking began. Once the track was wet, the aforementioned "rubberized" spiral in the skid pad was like driving on a sheet of ice! I managed to take two of those three dry runs from my competition, but he got me by .3 seconds on the other one and it stood. So much for bringing home one of their neat-looking trophies as a souvenir. Chris and his 993, as he so often did at Devens, enjoyed much better success, taking his class with the fastest stock class time of day. Congratulations Chris!

After the autocross, Chris and I headed over to the track to check it out (Chris's first visit to Sebring also). By now it was pouring rain, but that didn't seem to put a damper on the racing, and the Blue run group (GT cars) were gridding for the last sprint race of the day. We were able to get out of the rain and watch a guy named Andy Wilzoch win in his GT3R after lapping some of the competition in the process. I believe he went on to win the Enduro race the following day. I think Chris would agree with me that his first visit to Sebring was impressive and that

the track itself, as well as the Club Racing event lived up to all they were claimed to be.

The last part of my "road trip", following some family time in Miami, involved a detour from I-95 over to the little town of Robbinsville, NC. One of my autocross friends, Ernie Grasso, had told me of his trips to drive the Tail of the Dragon - a section of US Rte. 129 that runs through Deal's Gap in Great Smoky Mountains national Park between North Carolina and Tennessee. It's a popular destination for motorcycle riders and sports car drivers, although more of a summertime venue. The 11-mile drive features about 318 curves featuring names like "Wheelie Hell" and "Brake or Bust Bend". The drive was great - I practically had the road to myself - except for a couple of Corvettes, a guy from Canada in a VW Passat, and a pickup truck or two. The weather was dry (but very cold) and even in winter, the scenery was spectacular and the turns were lots of fun in the Boxster.

As mentioned earlier, the route and timing of my trip home was going to depend on the weather. While I was driving "the Dragon" on Sunday morning, the forecast was calling for snow and ice to move in from the west and track through the area to the mid-Atlantic. So as nice as it would have been to include a tour of Skyline Drive and Blue Ridge Parkway on my way to DC, I decided to just jump on I-81 and make time. I managed to outrun the snow and make it back to my son's place to hole up in DC for a couple of days while things cleared.

So the road trip and Sebring visit all worked out well. I guess I managed to miss what little winter weather we had here in New England which was a plus. The Boxster didn't miss a beat, and was even quite comfortable on the 10 hour+ days of driving - much to my surprise. I was expecting my aging body to complain a lot more. Now that I've had a taste, I plan to make the "Dragon" trip along with the Skyline Drive / Blue Ridge Parkway run during the summer months next time. I'm glad I had the chance to make this trip - after all our Porsches are made to be driven, not stored - and as they say, "when it's freezin' up north, it's cookin' down south!"



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Though this hasn't been the long, snowy, and extremely COLD winter we had last year; it's once again true that Porsche enthusiasts are dreaming about those nice, sunny days to come when it is possible to enjoy all the capabilities built into their favorite Porsche, no matter its age. PCA's High Performance Driver Education (HPDE) program is one of the few places enthusiasts can enjoy their car to its potential and the GS provides an opportunity to learn what DE is all about. We gathered on February 20th for the 2016 version of the DE Ground School to put a little substance to those dreams. This year's GS, held at HMS Motorsport's new location in Danvers, MA was attended by 35 people including paid attendees plus members of our Board and/or Track Committees.

As people arrived, they signed in and we started, as always, with coffee, donuts, bagels and muffins. After introductions, the proceedings began with a presentation by the HMS folks about the various types of equipment that enhance the enjoyment and safety of driving on a racetrack. They gave an extremely informative presentation on safety equipment and considerations, explaining the difference between things that are optional for beginning DE participants, such as race seats and harnesses, and things that are mandatory for all drivers, such as helmets. They discussed things to consider when purchasing a helmet pointing out that because the proper fit of a helmet is critical for safety, you must test fit it on your own head, an exercise that cannot be done online. In discussing other kinds of safety and driving equipment they brought up some finer points, such as recommending that driving gloves for use in DE ought to be a bright color so that when you signal other drivers to pass, the drivers behind you will be able to see your hand clearly. If you need any sort of high-performance driving gear, you owe it to yourself to visit HMS and check out their wide selection of helmets, driving shoes, gloves, racing seats, harnesses, safety equipment and much more.

Then we were on to the bulk of the presentation. Dick Anderson (NER Board President and Track Committee Chief Instructor) and I



tag-teamed to give an informative and, I hope, lively and entertaining presentation designed to help those who have not yet participated with an understanding of what the DE program is, how it is run, and what happens at a typical event. Topics we covered included:

- Driver's Education mission
- DE Benefits

You will drive your Porsche at famous racetracks and explore what you and it can do in a safe and controlled environment as you learn high-performance driving techniques under the guidance of approved NER/NCR PCA instructors.

You will become a safer and more confident everyday driver.

You will meet new and interesting people.

Above all, it's fun!

What DE is NOT

Who can participate

What can you drive?

Pre-event activities

Registration and payment

Mandatory Pre-Event Tech inspection

GET A HELMET!

What happens on a typical day?

Check in

Final safety inspection of your car
Driver's meeting

Meeting with your instructor

Four 20-minute plus driving sessions on the track per day with a group of other drivers of similar experience

Work assignments which vary by track
Audience interest and enthusiasm was high with lots of questions fielded.

The DE discussion continued through the pizza lunch provided by HMS with attendees plying board and track committee members and HMS folks with many more questions. As the meeting wound down, many participants could be seen checking out the array of products offered by HMS and making purchases, a promising sign that they will be participating in some of the DE events this year.

If you were unable to attend the Ground School but have an interest in learning about or participating in DE, you should check out the extensive information provided in recent issues of the Nor'easter and on our website and then sign up for one or more events. You can find the schedule here in the Nor'easter or on the Northeast Region website: www.porschenet.com.

Driver Education Ground School Report

Copy and photos by Stan Corbett

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duced with much smaller designs that incorporate vibration and other cues without excessive movement. Perhaps that is what the driving simulator with motion was attempting – but I still claim that it failed to provide a realistic braking sensation.

Finally, for those of the geekish persuasion, I return to the tire model. Treat this as a footnote that can be ignored. I found it interesting because the most widely used model is not based on physics principals but rather on fitting a formula to data developed from observation. I'll let Wikipedia take it from here...

"Pacejka has developed a series of tire design models over the last 20 years. They were named the 'magic formula' because there is no particular physical basis for the structure of the equations chosen, but they fit a wide variety of tire constructions and operating conditions. Each tire is characterized by 10-20 coefficients for each important force that it can produce at the contact patch, typically lateral and longitudinal force, and self-aligning torque, as a best fit between experimental data and the model. These coefficients are then used to generate equations showing how much force is generated for a given vertical load on the tire, camber angle and slip angle.

The Pacejka tire models are widely used in professional vehicle dynamics simulations, and racing car games, as they are reasonably accurate, easy to program, and

solve quickly. A problem with Pacejka's model is that when implemented into computer code, it doesn't work for low speeds (from around the pit-entry speed), because a velocity term in the denominator makes the formula diverge."



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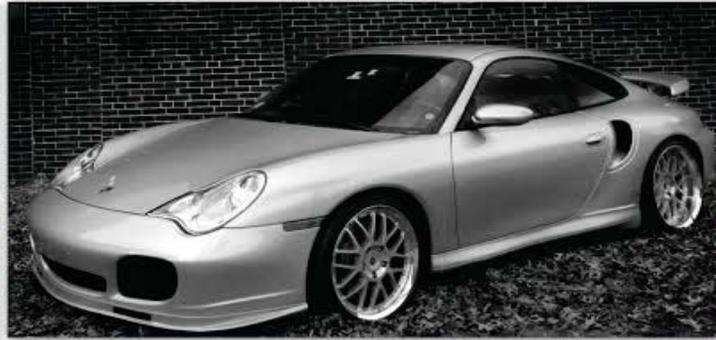
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Four Speeds and Drum Brakes -

continued from page 8

The presence of four 959 also provided a great photo opportunity especially the one on the lift that was being serviced. The undercarriage was covered in dirt and mud indicating that it was being used as the good doctor intended.

Lunch was served up at John Wilhoits shop, also in Torrance, as we walked between the cars that were undergoing restoration. The attention to detail was apparent and the shop was cleaner than the surgery unit at Mass General. Word was that there is a 3 year waiting list.

The next stop was the Auto Kennel, basically a consignment shop that had many cars for sale and couple of cars on display that two of our TYP356NE members were looking to purchase. One was a late model 911, the other a '70's long nose 911. We did what all the old guys do, we picked them apart. Hopefully without hurting anyone's feelings.

Friday night found the New England group making a lot of noise at the Rockin' Fish in Newport Beach, just a block from the ocean. I don't think anyone went for the New England clam chowder that was on the menus but the fish was great.

We stayed close to the Hilton since there was an early call on Saturday morning although a few of the younger guys were looking for some local action and apparently found it as they weren't seen again until mid day on Sat. I had a table to cover with some parts and pieces that I had shipped into the hotel earlier in the week and didn't want to miss any 7 ambuyers. That worked out well and the cost of the trip got covered easily with parts sales. The crowd was at least 30% larger than the last time we were out and the products available were really impressive. You can practically build a 356 with the parts and pieces currently available.



The afternoon was a short ride to Euro-
pean Collectibles in Costa Mesa for their annual open house that included a BBQ with more 356's and early 911's in one place than I seen in a while. There was a threat of rain (in Ca no less) but it didn't appear until the next day.



Two more open shops were just down the street so we got to see what Jim Liberty and his neighbor were working on, mostly early 911 work and very well done.

Sunday produced the scare of rain again but by the time we got in the BMW for a run to the All Porsche Swap Meet and Car Show in Anaheim the sun was out and temps were on the way to the high 70's. I had picked up a rental as Rob would be leaving mid day to meet his family in Las Vegas. They were there at the beginning of school vacation week for soccer matches for two of the boys.

Used parts in CA are cheaper and in much better condition than anything I see at Hershey every year and I couldn't resist grabbing a few things that I knew would fit in my carry on bag and pass security. Like new window latches for the '72 911 and a set of alloy wheel caps with enameled crests that found their way home with me.

I rolled up the coast after a lunch with friends at Crystal Cove as I wanted to make a pass at the Topanga Canyon road and then come back out of the Santa Monica hills on Mullholland Dr. That's a well known road and an urban tale says that James Dean learned to drive his Speedster there. Both roads are similar to the Tail of the Dragon in the Georgia mountains, real tight turns connected by short straights with great views of the valleys below.

Once on Mullholland Dr. I came upon a newer Mercedes in my rental Toyota

Camry. The driver was going to show me how his AMG sedan could drive away from a rice burner but of course I couldn't let that happen. I had already wrung the little thing out on a couple of exit ramp so I pretty much knew how to make the tires scream and what the car would do when they started their song. Who knew that you can get oversteer out of a Camry? The short straight weren't enough to allow him any space so I just dogged him all the way down into Hollywood. Great fun.

A couple of turns toward the coast and I was on Hollywood Blvd along with what look like every tourist in CA that wanted their photo taken on the Walk of Fame. Catwoman and Batman along with three versions of Mickey and Minnie Mouse were lined up getting \$5 a picture. What a country.

Can't wait until next year! KTF

Minutes - *continued from page 10*

microcars, board track racers from the 30's and Bob Collings' exquisite collection of cars from the late 1800's to 1940. Myopia Polo and picnic competition organizational details are being worked out and confirmation of a firm date is in the works. Board members discussed repeating our annual cruise night at the Stow Mass. airport and also the startup of the spontaneous dinner program. April 3rd at 2:30 p.m. Rob Siegel "The Hack Mechanic" will be discussing his new book and telling his humorous stories at VFW in Natick, MA. Another tech session is slated for April 16th and will be hosted by EPE in Natick, MA. There will be a Photography Clinic on April 26th at the VFW in Natick, MA at 1:00 p.m. presented by Richard Viard club member and photographer.

If anyone would like to contact me or any of the other board members, feel free to email me at adonkin@verizon.net. We welcome your thoughts and ideas.

The meeting was adjourned at 9:15 p.m. Next month's board meeting will be on April 13 at Laurie and Steven James' home in Acton, Massachusetts.

Set of four mounted tires from my 2005 Boxster. They were used only last season and have approximately 3300 miles on them. The tires are size 205/55 17 (front) and 235/50 17 (rear). I would like \$775 for the set. Call Charlie at 508-423-4182. (2/16)
For 3.0L SC engine. JE 9.8:1 pistons (excellent), Mahle cylinders (good), Web Cam S high performance cams (excellent). \$750. Sam Foster, 978-922-3551. (2/16)

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