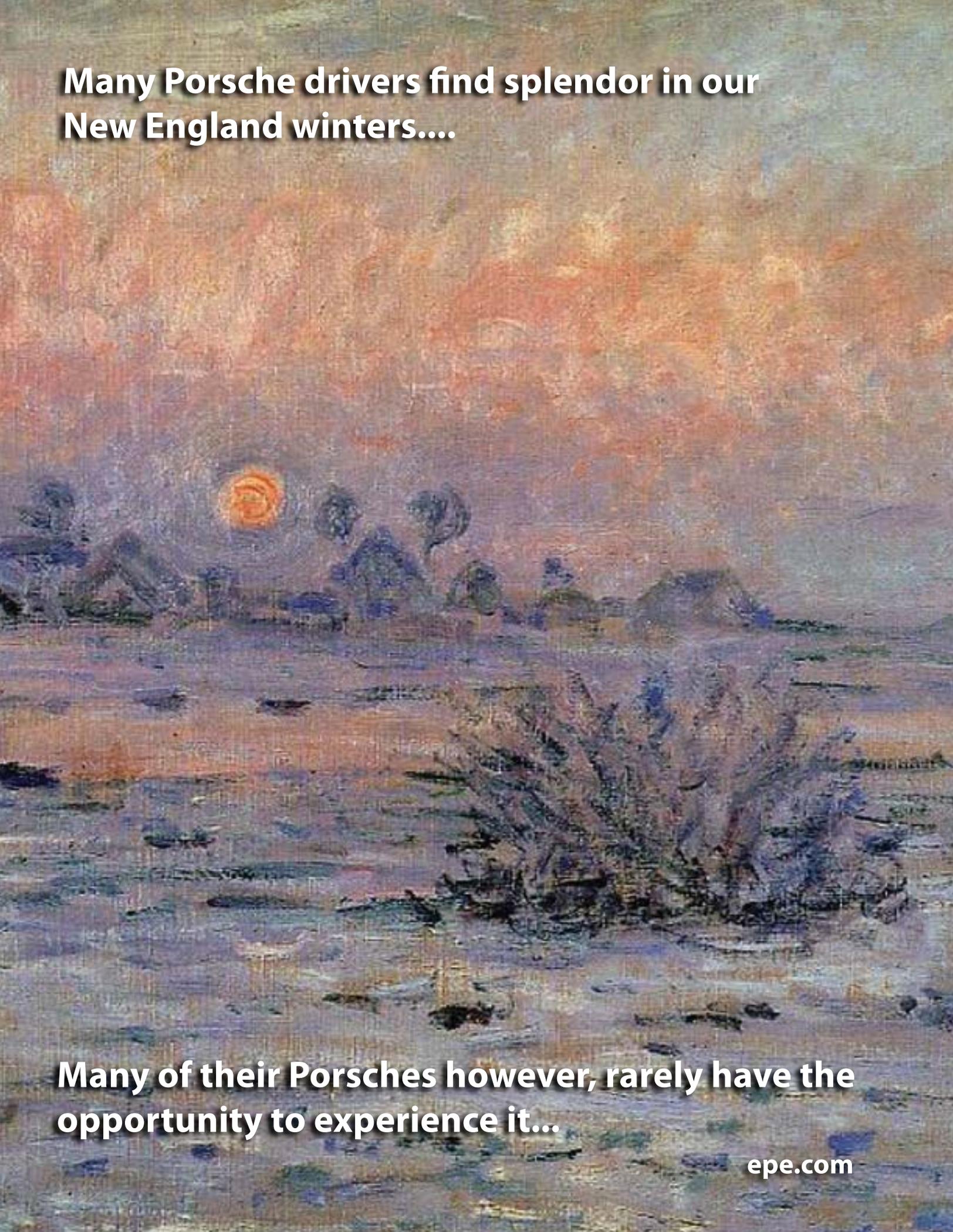




# THE NOR'EASTER

FEBRUARY 2016 FEBRUARY 2016

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

A painting of a winter landscape. The scene is dominated by a bright, glowing sun in the upper left quadrant, casting a warm, golden light across the sky. The sky is filled with soft, textured brushstrokes in shades of orange, yellow, and light blue. Below the sky, a line of dark, silhouetted trees and bushes stretches across the middle ground. The foreground is a vast, flat expanse of snow, rendered with intricate, textured brushwork in various shades of white, grey, and blue, suggesting a cold, crisp atmosphere. The overall style is impressionistic, with a focus on light and color over fine detail.

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**Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive ...another New England winter.**

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- C**HECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS
- O**VERINFLATE THE TIRES TO **50%**
- L**EAVE THE WINDOWS OPEN **1** INCH
- I**NSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN
- L**EAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR
- W**ASH AND DRY THE CAR
- A**PPLY A FRESH COAT OF WAX
- R**EMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE
- M**OVE THE CAR TO A DRY LOCATION FOR STORAGE

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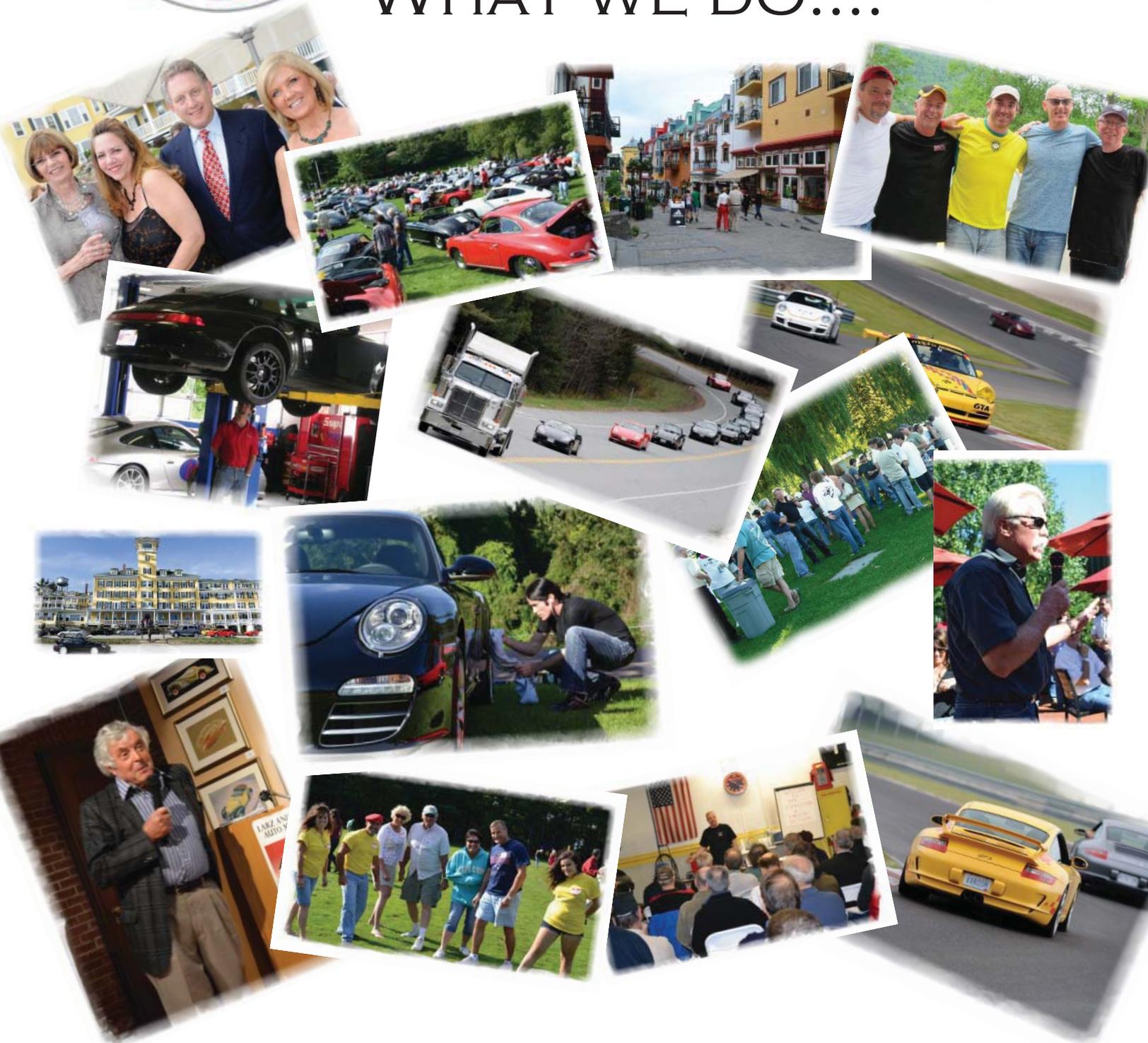


# WHO WE ARE....

# POORSCHKE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

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ISSUE NO. 2

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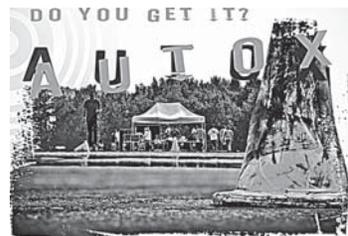
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## COVER



**Cover Photo**  
Courtesy  
Richard Viard  
"Blackie" at Home.  
Tom Tate's 356

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

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# On the Edge

## of Decisions



Adrienne Ross

Turning the corner on a new year, there are new plans to be made, new territory to conquer, and new waters to chart. I've been pondering my track opportunities, as well as all of the occasions which I let pass by.

Being a Libra (well ½ a Libra, I'm also a Scorpio, which anyone who works for me can tell you I'm VERY good at), I can dither for years – literally years - before I make a decision. Should I? Shouldn't I? Then of course I also blindly leap off those many cliffs in life we are all presented with, with little more than a small glance back, and hardly ever a regret. I'm complicated.

**By the way, BMW people get very upset when you pronounce that "beeemer," it's Bim like Kim – er.**

This particular dither for years has been a track car. Now, if we've even met, you know what a track enthusiast I am. I owned a little BMW E30 that we bombed around a few LeMons tracks a few years ago. I don't ever want to give up DE, or racing, but I think I'd like to keep my Cayman a street car for a while longer. So, staring down the fierce and fiery dragon that IS choosing a track car, I'll fill you in on my dithers.

I've been thinking about this for years. I've pinned people down at parties, and interrogated them about their choice of track car. What did it cost? How much was an engine? Did you need sway bars? Who did your cage? I feel like I have all the main information I need.

My friend Brook and I explored "titleless" cars once. Cars that had been written off, and you couldn't title. They had drown, or been rear ended. A drown Porsche is worthless to its owner, but it's a gold mine to a dismantler, and it makes a very handy race car. No seats? No problem? I'd throw 'em out (or have to sell them anyway). Engine Blown? That's OK – I was going to put in a turbo, or an "S," or a rebuilt supped up thing. L.A. Dismantlers has a few online – a few new ones a month, and they sell –

cheap!

But a Porsche, is a Porsche, is a Porsche... and that means 2 things: Yes, it's the coolest thing on wheels, and – no, I can't afford a Porsche race car. Next!

Lotus! Now here's an interesting idea. I (perhaps sadly) subscribe to a feed that tells me when certain types of cars hit the market all over the United States, and you'd be surprised, VERY surprised at what a Lotus Elise goes for these days. They're low to the ground, drive like they're on rails, so, so cool to look at, fast, agile, and did I mention cool?

"Adrienne, I never left AMNE for less than \$3000 – and I brought it in for an oil change." Mike said to me one day...

YIKES! Next!

BMW. Now, I know there are some very cool Bimmers out there. (By the way, BMW people get very upset when you pronounce that "beeemer," it's Bim like Kim – er. Just like Porsche is a two syllable word.) But 4 doors on a race track? Mmmmm I don't know... Yes, I know they mostly run coupes, yes I love Will Turner too. But every time I got in mine, I felt like an '80's Wall Street executive, and I'd question whether my hair was high enough for this car.

I've had one – one was enough.

German, English, German - Japanese. Ahhh, now we come to it. The Miata. I've heard good things, like, you can replace an engine for less than a grand, and with a chain lift, and maybe a 7 year old, you can do it yourself pretty easily.

But it's slow.

So what? They race against each other. Momentum is fun!

But it's slow.

But cheap! So, sooooooo cheap!

But it's slow!

Yup, it's slow, but you know what, slow is OK. I have everything to learn about racing, I have everything to learn about tracks, and how to drive, and how to do it really, really well. The best, and I mean BEST racers I know recommend this car for all sorts of reasons. Our own LeMons

team has two of them – and they finish! They not only finish, but finish well! Against big, BIG cars! Against Turner cars! Turner BMWs!

Grassroots Motorsports is quite fond of them. They bought a project Miata, and they're chronicling turning it into a racer. I literally wait on my front step for my postman to come, just so I can tear it open and read the next installment.

So, maybe I've decided. Maybe. There's a lot to like, but there's also more to consider. I bought a house with a pool but no garage. (A cardinal sin – but I love my pool so much!) I don't have a tow vehicle – yet, and of course it'll need a trailer. An enclosed trailer. With a bar. And storage for wheels and parts, and a hammock, and built in coolers! Oh, a fridge, YES! Better! And a winch, that goes without saying. An awning would be nice, and a generator, maybe a television...

So, you see the problem...

## In This Issue...

Let's see if I can get through one ITI without an almost astonishing amount of typos! It's the last thing in, you see, and I've usually had it by this point with whatever issue I've put together. But I'm going to try, for the love of God, to get through this one without typos!

Our friend Noah Eckhouse went to the Porsche Experience Center! It looks so cool! I can't wait to go! Thanks Noah!

The DE, AX rules, and FAQs are out. It's going to happen! It really is! Spring will come, and I WILL get on a racetrack again!

The Ramble fills up quickly! If you don't sign up early, you'll regret it!

Ground School will be awesome this year! If you've always wondered what it would be like to unleash the beast that is your Porsche - go to this event! Tracking your car is how you find out what it was built to do! Every Porsche is a race car!

Look, a perfectly typed ITI

Enjoy the Issue!

# One Track Mind

## Off Track Fun



Dick Anderson

**T**errorist threats, bombastic candidates, a malfunctioning congress – isn't it great to have a hobby that allows us to escape the daily BS for awhile? Many of us use this season to refine, add, subtract and tweak our cars in preparation for the upcoming driving season. In similar fashion, your Board of Directors uses this time to do the same for our club. Last Sunday, for damn near an eight hour day, we engaged in a 2016 planning session that will form the basis of our year's activities. It's important to understand that this is a "plan." It must be refined, added to,

***...we need feedback from you as to what you want, what worked, what didn't and so forth.***

subtracted from and tweaked as we move through the year. As such, we need feedback from you as to what you want, what worked, what didn't and so forth. All of our email addresses and phone numbers are listed in the back of the Nor'easter if you'd like to provide us feedback.

The holidays have come and gone and for the first time ever, Ann and I had all five kids, their spouses or significant others and five grandchildren in the house AT THE SAME TIME!! Yes, it was wonderful to have everyone home to celebrate together and it was just as wonderful to have them all leave at various times too. There is a reason children are borne by the younger members of society, in fact there are several reasons; but at this stage of my life, peace and quiet for the family elders trumps all of the other biological reasons. For Christmas, I gave Ann a Bose noise cancelling headset to use during our travels. I ended up using it in the house, repeatedly, connected to nothing, just to escape the din of small children who haven't seen each other in a year or so, or have just met. I know, that makes me a curmudgeon, and truthfully,

I love these little ones dearly, but as for now, I'm thinking come on DE season!

Powerball has failed me once again. After investing five bucks, I have nothing to show for it save a few scraps of paper reminding me what a sucker I am. I had such big plans. After taking care of the IRS, my family, and a few deserving charities, my current modest fleet of cars was going to receive a complete refresh. What to buy? A new Turbo S, maybe a GT4, maybe both. A Bentley ala TB12? A Lambo (nah, too nouveau riche)? Everyone's dream car with the "prancing horse"? A Tesla? It's fun to dream but the truth is if you're an automobile aficionado, it's just as much fun to drive what you've got and I'll happily stick with my old GT3.

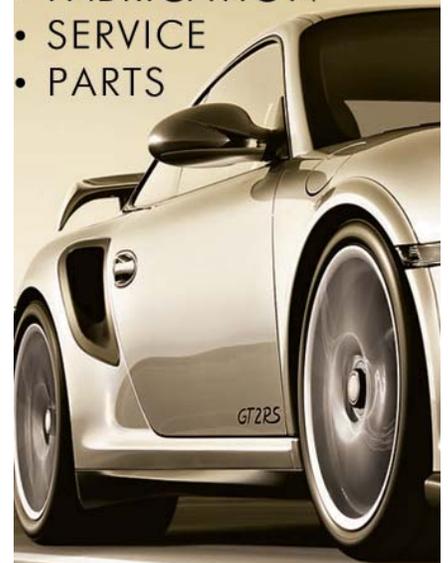
Finally, back to where I started. Although Steve Ross sends out "blast" emails for many of our activities, it's best to keep abreast of everything by reading the Nor'easter. DE and A/X schedules will be found there as will any late updates to activities, not to mention the scintillating columns your board members author. Remember this is your club, and unlike congress, we DO serve at your pleasure, so keep us posted on how we're doing, what you'd like and what doesn't work.

Until next month . . .

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# Four Speeds & Drum Brakes

Odds and Ends - It Just Keeps Getting Better!



Tom Tate

No big story this month, just a few little stories. There is plenty of car action going on and somehow I seem to be in the middle of it. The Scottsdale auctions are coming up at the end of the month so I'll have a report in the next column, but I can report now, that this year we'll be part of it.

Son, Rob, has finished the restoration on a '65 356 SC and the decision has been made to offer the car up at one of the larger auction houses, Russo and Steele. We have been attending their auctions for the last few years as they have slowly shifted their product mix from pickup trucks and

at auction, we'll see as we watch from the sidelines.



have been correct for the D but was for my Speedster. Some years ago he had a 356A plate made in the correct configuration for a '1957-1958 car and got it past the Registry. All I had to do was fill out a form, show up with the plate in hand for inspection and the transfer was made. With the new procedures in place at the Haymarket office, I was in and out before my coffee got cold. It only took a few minutes to bolt it up to the back of Blackie and it looks great.



**With the Tubs parked in the garage it's time to chase a few projects. One for the Speedster was easy due to a friend's help.**

Hot Rods to imported cars. They are still lining up a lot of Fords and Chevys but there are also a lot of German classics appearing. I guess they're just following the market. Last year we saw a nicely restored Speedster, a couple of coupes and an '74 Euro Carrera that brought over \$300k. They have a nice selection of 356's so the SC will be in good company and should attract the kind of bidders we're looking for.

The car was found in Nevada in good shape but painted a non-Factory beige. The owner of 27 years had kept the numbers matching car in good shape but to really bring it up to market value it needed to go back to its original Champagne Yellow. That job fell to Rob and his boys who dismantled it and had a shop in Phoenix refinish everything including the dash. Putting the car back together became the slippery slope where the old saying of 'while we're here' came into play. New carpets, new headliner and all new window gaskets were just a start. It came out great, runs perfect and since it is only 200 cars from the end of production should do well at

I have run cars through auctions in the past and it's always nerve racking before the gavel falls but like life, it's all part of the adventure. We do have a reserve on the car so it won't be given away if the right people aren't under the tent, but it's a pretty low number. Stay tuned.

With the Tubs parked in the garage it's time to chase a few projects. One for the Speedster was real easy due to a friend's help.

I helped a 356 club member sell a couple of his 356's in order to buy the '59 356 Convertible D of his dreams. Since I wasn't really in the deal for the money it was nice to get a great gift when the deals were done. There was a year of manufacture plate on his 356A that got sold that would not

Even better, I can run with only a rear plate so the old front one goes on the wall which makes the front of the car look better. To top it off, the plates in the '50 were black with white letters which look like it was made for the black Speedster, one of four black Normal Speedsters made in 1958. Black was not a popular color back

*continued on page 42*

MIKE NOONAN (781) 324-9831

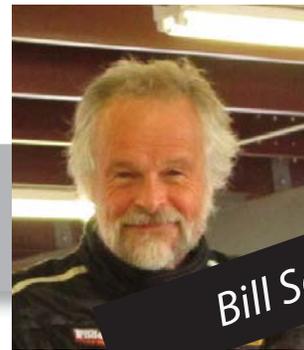
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# The Long and Winding Road

## Back and Better than Ever



Bill Seymour

Well, I'm back. I won the election to be VP Activities almost unanimously. There was only one vote against me and it was for Lewis Hamilton (I wrote him in so I could say "I beat Lewis Hamilton!"). So here we are. Before getting back at it let me point out that more than one person has told me they enjoyed my column (not many more than one... OK, two) and I appreciate that, thanks (who just said "Don't encourage him!"). Anyway, off we go...

I read about the new 2017 991-2 (which

***There was only one vote against me and it was for Lewis Hamilton (I wrote him in so I could say "I beat Lewis Hamilton!").***

is a 911) in Panorama. There are some interesting new directions. A smaller engine is used but now even the base model is a turbo (but still called "Carrera") and of course the top of the line will remain a turbo (and be called "Turbo Carrera"). I'm sure we PCA insiders understand this nomenclature but it might be confusing to others. Happily I see that a manual transmission is still offered and, better yet, it says all traction controls can be turned off (my experience with the Cayman makes me suspicious of that claim). But there certainly is a lot of new-age tech stuff that doesn't necessarily match what I would hope for a brand image. For example, the new PCM (Porsche Communications Management) sounds like a coding-jockey's dream: "the touchscreen recognizes handwriting so you can enter a destination with a single finger. An intelligent algorithm reads word fragments and compares them to previously known destinations." (Guess what finger you'll be using when that starts acting up.) Another feature that doesn't match my idea of Porsche DNA is the piped in sound using "sound sympos-

er technology." At least this appears to be more authentic than the BMW system (which actually plays through the audio system) as it uses acoustic tubes to increase the sound in the cabin when the Sport Plus mode is engaged. Perhaps if they got the Volkswagen engineers involved it could cut the sound when a police officer was nearby.

But the best new option is PTM (Porsche Track Management). If you order this you must also order PDPI (Porsche Driver/Passenger Identification) and PDSS (Porsche Driver Seat Sensor). With PTM, your new 991-2 assists you with your DE driving. When you engage PTM, the system automatically detects the track via GPS, checks your identity (and that of your instructor if present) via PDPI and connects via the built-in internet connection to determine your run group (there is a manual over-ride if you have been recently promoted but the password for this will be given to track chairs only). All you need to do is select how you wish to drive in that session (settings below 8/10's are available only if you have also bought the PPB option – this is a very natural appearing artificial hand/arm mechanism that provides the necessary point-by's) and head out onto the track. Betty Blue Nose (and her equivalent at other tracks) have hardware/software which allows her to determine that you are cleared to drive. PTM then takes control of the car so that you may learn the best line, braking points and slip angles while PTM constantly monitors your reaction (checking for any "code browns" via the PDSS). In the short run PCA plans to continue to use Instructor based DE programs but the long term goal is for this technology to replace instructors (early 911's, 944's and 914's will no longer be eligible for DE).

On to non-Porsche news. In full holiday martyr mode I went with the Autocross Lunch Lady right into the belly

of the Rt. 9 beast and deep into the bowels of Natick Mall to Macy's and Crate and Barrel - in search of new dishware. This required parking a half mile away and risking a heart attack dodging crazed shoppers trying to steal parking spaces. Our effort was a total failure (subsequently saved by Amazon) but we took the inside route back to our car and thus passed the Tesla store. Very interesting! Certainly is a cool car and an interesting sales approach. The young fellow in charge was knowledgeable, eager to offer test rides (I did have a PCA fleece on) and told some interesting tales. One that I did not believe was his claim that the car lapped Laguna Seca with very competitive times. An internet search seemed to contradict this. Apparently it can't run very long at full power – a limiter turns down the power to keep the batteries from overheating. It also weighs 4,800 lbs. But it certainly will crush most cars in a drag race. He also said that it will soon be announced that a self-driving mode is coming. The need for this is that when Tesla owners go on a long trip and stop at one of the charging stations, they go off for a coffee and don't come back to unhook when it's finished. So the next Tesla owner sits and steams while she waits her turn at the charger (and the VC bigwigs in Silicon Valley are known for their patience!). The self-driving mode will unplug and move the car to make way for the next guy. In any event, it's clear that both Tesla and Porsche have no intention of falling behind in the auto software race. I find that appropriate for Tesla, maybe less so for Porsche – but I'm just an old carburetor and roll-up window guy who isn't in their target market.

Final note: newer members, as you read this in February, be comforted that you are only about a month away from signing up for the Autocross School (which always sells out!).

# Minutes of the Board

## January Meeting

Alan Donkin

The January board of directors meeting was held on Sunday, January 10th, it was graciously hosted by Adrienne Ross. The board was called to order at 11:00AM after a delightful brunch prepared by Adrienne. We got an early start as our annual task for the first of the year is to include an annual event planning session.

Present were:

Anne and Dick Anderson (President)  
Kristin Larson (Past President),  
Bill Seymour (2016 VP Activities),  
Steve Ross (VP Admin),  
Adrienne Ross (Nor'easter Editor),  
Stan Corbett (Chair DE),  
Steve and Laurie James (Membership),  
Alan Donkin (2016 secretary)

Absent:

Bob Cohen (Treasurer),

Dick in his new role as President, called the meeting to order.

Laurie gave our membership report indicating we now have:

Primary members 1666

Affiliate members 964

Total 2630

New members 25

Transfer in 1

Transfer out 3

The first topic of discussion presented by Steve and Laurie was in maintaining the frequently changing Nor'easter mailing lists and the challenges presented by our renewal process being in transition away from using the postal service. We're currently near a 50/50 renewal rate by check vs. online and total renewals for 2016 stand at 615. An ad was run in the December issue urging members to get signed up for the new year preferably through Motorsportreg.com. The goal is to eventually get to totally online renewals as currently Laurie and Steve have to maintain and merge two large lists monthly which is vulnerable to merge errors which have happened, with

folks unfortunately getting dropped of the mailing list. We apologize to any this may have happened to and are working hard to improve the process. Kristin volunteered to help with the mail merge burden.

Adrienne reported on the Nor'easter and reminded the board members of the 15th of the month deadline for article submission. She also sought out help with copy editing which will now be shared by the generous assistance of Mike Conway and Stan Corbett. Kristin also volunteered to help coordinate advertiser revenue and keeping that list current.

Bill, now taking on the roll as VP-activities (moving car events) discussed the Spring and Fall tours being planned by Dennis Freidman and Charlie Dow respectfully. Dennis will take us through parts of southern Massachusetts with possibly the Cape and parts of Rhode Island included. Charlie's tour will concentrate on the Metrowest and Northshore areas. Look for more information elsewhere in this issue or one coming soon. Bruce Haubin has the Ramble planning and dates set for the Samoset Resort in Rockport Maine and a large, two page add appeared in December's issue. Thanks again to European Performance Engineering for sponsoring this event. Bill reported that the NER autocross dates are locked in for Devens including the Zone 1 event. Also, the novice school is thankfully a bit later this year than in the past and we shouldn't have to clear snow. All the AX dates and other information are available at our website, Porschenet.com.

Stan presented the budget and schedule for the Driver's Education events for 2016 and the board discussed those events that still had issues to be resolved. Stan has since, happily reported that things have

been settled and the dates will be as they appear in the Nor'easter and at the NER website for 2016. A motion was raised to accept the DE budget as presented and the board approved it.

Steve Ross reported on non-driving activities planned for the club and the date for the Newcomer's Meeting is set for March 20th. Steve asked for volunteers on the board to help host the event. Also the Paul Russell Restoration shop tour is quickly filling up (Feb. 20th) and the date for the Concours is also set and it was decided that pre-registration is now mandatory. The board discussed the possibility of finding

*continued on page 42*

### Happy PCA Anniversary!

#### Thirty Years

Jeffrey W. Wilkes

#### Fifteen Years

Richard V. Strawbridge  
Ron Savenor

#### Twenty-Five Years

Charles F. Stromeayer  
David E. Kane  
James E. Shepard

#### Ten Years

Stephen M. Baker  
Richard T. MacKoul

#### Twenty Years

Catherine W. Johnson

#### Five Years

Michael E. Govostes  
Colin Britton  
Manuel A. Lopes

# Sign Me Up

## Looking Ahead to 2016



Steven and Laurie James

Just as the holidays were winding down there were a few final items for 2015 that helped close out the year and set the tone for 2016.

First, I had the goal of adding a truck to the fleet by the end of 2015; something appropriate for winter, towing and general light hauling. Once I made the decision to buy a replacement, I had an elephant in the living room. What, to do with our Ford Expedition. Purchased in 1999, it still looks great from 15' away, the leather interior shows little wear and running strong with only 135k.

For reference I will refer the wise one;

***Porsche owners that go down the road of winter driving must be living the dream...***

Tom Tate; that opined something like "you take care of your car, it will take care of you... O how that resonated with me with young sons; enduring seasons of youth hockey, dozens of DE days hauling every type of trailer. Where, it gets even more personal is when you make a dedicated effort to keep an old New England vehicle on the road.

In the past few years, most repairs could not be sent to a trusted mechanic; I relied on Auto Zone, E-Bay and Amazon. As various parts rusted off, or failed, armed with a few U-tube videos and a cheap repair manual I was on my DIY way. As each repair incrementally extended the service life, the bond was also growing.

Even, with a guaranteed government's program for a \$ 4,500.00 trade in... even when \$ 4.00 gas made 12 mpg painful; it wasn't enough. I took care of the car and it took care of me even if it did not have the German pedigree, it was a trusted family vehicle.

Over the years I had the confidence to venture out in blizzards when only plows

were on the road, haul young adults into remote winter camp sites, navigate Manhattan when other transportation was off line.

Every fall, for 10 years I packed visiting family members in for a trek to local 5 mile road race in Andover. Memories, effort, bond...yep it's only a car.

I could lament the salt used in New England is a conspiracy, we all see the destruction salt causes on roadways, bridges and any vehicle used consistently for winter driving. Porsche owners that go down the road of winter driving must be living the dream, Carpe Diem ; no regrets or it's a leased..

Even with my best efforts, the Expedition started sending messages it had

had enough; soft brakes, rusted lines, running boards and torsion bars that could have been pulled from the Titanic. The last straw was during a fill up the gas attendant noticed the filler was breached by corrosion, and after sourcing a new one and arranging an install at my local gas station; I received a call from the owner. Jack not only declined to install the part, he asked me to never to drive it again.... something to the effect that he could stick his finger through the frame.

Needless to mention, if Jack says it's done, it is done...

I arranged to have the car donated

and helped the tow truck driver load it for the final trip out to the dealer auction. It started up without missing a beat and cooperated with some rough treatment strapping the wheels into slings, and in a few minutes it was gone...sitting in its place was a new Ford F150, no emotional connection, super quiet, lots of new systems to explore.

The F150 has big shoes to fill, and for anyone that thinks cars are just metal and plastic, you just need to spend more time understanding the important connection that many of us feel for our vehicles... Many of our members know exactly what I am talking about.

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# Don't Lift

## 2016 Updates!



Stan Corbett

**F**irst, a quick update on our schedule... The date for the DE Ground School has been confirmed, it will be held on Saturday, February 20th. Registration for the ground school is now open. Details are in the ground school promo in this issue of the Nor'easter.

As I frequently claim, "I think NER has one of the best DE programs going..." This program has three essential parts; our Track Committee, the DE Instructors, and our DE participants (aka Track Rats and other endearing appellations). Volunteers from the ranks of the DE participants make up our Track Committee and

### **What does a Track Chair do when the driving season is over and preparations for next year are going pretty well?**

some of our most experienced drivers serve as our instructors. This month I want to focus on the Track Committee, but anyone wanting to know more about our instructors and instructor development program can peruse the NER website under the 'Driver Education/ Instructor Development' links.

Track Chair, Stan Corbett. The Track Chair is responsible for coordinating with track managers, NER Board, Track Committee, and PCA National to ensure the year's DE program is successfully planned and executed. For the 2016 DE season this started before the 2015 season ended and has been successfully completed with track contracts being signed and deposits paid. On-track responsibilities include the daily driver's meeting, monitoring and helping where needed, arriving early and leaving late. I live in North Grafton, MA and I own a 2006 Cobalt Blue Cayman S which I mostly drive on track though it is still registered for the street. The latest modifications include Euro-spec GT3 seats, Schroth harnesses, and an electric power steering pump. I've

been DE'ing since September 2007 and am currently an instructor. I'm a 20-year US Air Force veteran and worked 28 years at Raytheon Company and have been retired for three years.

Chief Instructor, Dick Anderson. The Chief Instructor is responsible for maintaining a database of students and instructors and DE participants' run groups. He matches students to instructors prior to each event, manages the run group promotion process, and conducts the daily instructors' meeting. Dick lives in Andover with his wife Ann who assists him with some of the Chief Instructor tasks and is a past member of the track committee having served as Track Tech lead. He and Ann drive a 2004 GT3 w/ roll cage, suspension, and headers. Dick has been a member and DE'er since 2005 and is an instructor (Red run group). Dick is also the NER President.

Track Operations, Adam Schwartz. Track Ops is responsible on-track to conduct the daily workers' meeting and ensures the Tech Line, Control and other positions are fully staffed. Adam lives in Carlisle, MA. He drives a 2001 Green Boxster and is currently in the Black run group.

Novice Development, Peter Tracy. The Chief of Novice Development responsibilities include conducting the daily Novice meeting for all the Green and Yellow run group drivers and coordinating with the Track Chair and Chief Instructor on any issues or for any support needed. Peter lives in Littleton, MA. He drives a blue 2009 Boxster S. Peter is a past NER DE Chief Instructor.

DE Registrar, Mark Keefe. The DE Registrar responsibilities include coordinating with ClubReg to set up and maintain our DE registration system. He monitors registrations, confirms payments, and coordinates with the Track Chair and Chief Instructor to ensure drivers are assigned to the correct run groups. This Track Committee position is one of the most

time consuming considering the hours put in prior to events plus on-track registration. Mark lives in Upton and owns a 1991 944 S2 which he drives on track. Mark has been DE'ing for about 20 years, is currently in the Black run group and has served as our DE Registrar since 1997!

Chief Scrutineer/Track Tech Lead, 'Chip' Wood. As Chief Scrutineer Chip is responsible, with the Track Chair, for communicating with our current tech inspectors and certifying new tech inspectors. He answers driver's tech-related questions prior to events and provides tech advice to the Track Chair and safety representative. As Track Tech Lead Chip is responsible for leading the team that conducts a daily pre-event safety check of all non-instructor cars at the track and for ensuring each participant provides a tech inspection form for their car. Chip lives in Mendon, MA and is an instructor (Red run group).

Instructor Development, Bob Kelliher. The Chief of Instructor Development responsibilities include identifying potential instructor candidates, managing the instructor development program and coordinating with the Track Chair and Chief Instructor. Bob lives in East Freetown, MA and currently drives an orange 2007 GT3 RS (with a couple mods!). He is an instructor (Red run group). Bob wrenches on his cars and comes up with some interesting solutions to problems.

Control Chief, Marcus Collins. The Control Chief responsibilities include recruiting and training a core group of people to handle the Control functions in concert with Track Ops. The Control Chief coordinates with the track's race control and corner marshals (flaggers) and our Track Chair to ensure the event is run safely and according to NER's protocols and policies. Marcus missed most of the 2015 DE season but will be back with gusto in 2016. This is Marcus' first year as Control Chief.

*continued on page 39*

# Around the Cones

## Up and Coming



Steve Ross

Looks like we missed the expected heavy snow storm in late January, unlike last year. Now that spring is coming up we can turn our minds and Porsches to what we like best, driving our cars. This winter I am leaving the Boxster out in the cold for the winter, have done it with other Porsches in the past with no adverse results, just top up the gas tank add some stabilizer (may not even be needed if the roads are clear), can always jump it if starting is an issue. Speaking of issues with the car, am now waiting for

leave it in their car.

The club will provide coffee and munchies, along with cold drinks. As has been the custom, many of us will adjourn to Woodman's in downtown Essex for lunch.

FYI: Our host is interested in having teenagers who may be interested in a career in automotive restoration to attend and talk with the management.

More information about the company at, <https://paulrussell.com/rServices>

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

February 20th 9:30 am - 1:00 pm  
NER's 2016 Driver Education Ground School

Address is: HMS Motorsports, 100 Ferncroft Ave - Danvers, MA

This is NER's annual classroom-based introduction to our Driver Education program and again is being graciously hosted by Jeff Paulk of HMS Motorsport at HMS's facility in Danvers MA. Additional information about HMS and directions to their facility can be found at [www.hmsmotorsport.com](http://www.hmsmotorsport.com).

The Ground School will give you a great overview of NER's on-track Driver Education program. You'll hear how to prepare for an event, how and where our events are held, what to expect when you get to an event and, most of all, you'll learn how much fun DE'ing can be. You'll also get a copy of the presentation containing lots of useful information.

Advanced registration for this highly-popular event is strongly suggested (and will save you money). Check-in and a continental breakfast

will begin at 9:30 AM followed by our presentation from 10 AM to Noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Questions? - email Stan Corbett at [trackchair@porschenet.com](mailto:trackchair@porschenet.com) or call me (please, NLT 9PM) at 774-275-1621.

Cost: Early registration (by January 31st) - \$10 per person

Late/Onsite registration - \$20 per person

### Check out the coming events that are upcoming plus some of the ones that are on the drawing board.

a second trunk switch, the last one was installed in the late fall and has failed already on the rear trunk, lucky the front one still works, also fortunate that the part is covered under the Porsche 2 year parts warranty.

Check out the coming events that are upcoming plus some of the ones that are on the drawing board. As the warm weather approaches more outdoor events will start to become available.

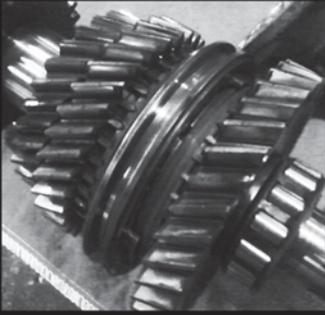
February 20th 10am

Paul Russell Restoration

On Saturday February 20th NER/PCA will be taking a tour of the famous restoration shop of Paul Russell in Essex Mass. The event is sold out with the maximum of 75 people signing up. Address is 106 Western Ave., Essex, MA. 01929. To sign up for the wait list go to [motorsport.reg.com](http://motorsport.reg.com).

Arrival time is 10am, only people that are registered may attend. Note: There are no pictures allowed, if you take pictures you will be asked to leave. That means members that can't keep their phone/camera tucked away should

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# Paul Russell

## 2015 Calendar At-A-Glance

### February

- 10 - Board Meeting
- 20 - Ground School @ HMS
- 20 - Paul Russell

### March

- 5 - Tech Session Porsche  
Warwick
- 9 - Board Meeting
- 19 - Tech Session Unique

### April

- 3 - NER Presents  
the Hack Mechanic
- TBD Tech Session EPE
- 13 - Board Meeting
- 22-23-24 - DE @ NHMS (NCR)
- 26 - Photo Clinic

### May

- TBD Essex River Boat Tour
- 5-6 - DE @ TSMP (NER)
- 11 - Board Meeting
- 20-21-22 - 48-DE Hours at The  
Glen @ WGI; Zone 1

### 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

February 20th 10:00AM



**O**n Saturday February 20th NER/PCA will be taking a tour of the famous restoration shop of Paul Russell in Essex Mass. Arrival time will be 10am, Preregistration is required and a \$25 per person donation to the Paul Russell & Company charity will be requested. **This will be done through [pcaner.motorsportreg.com](http://pcaner.motorsportreg.com)** We are also limiting attendance to 75 people so plan to sign up early.

As always, the club will provide coffee and munchies, along with cold drinks. New this year, our host is interested in having teenagers who may be interested in a career in automotive restoration to attend and talk with the management.

More information about the company at,  
<https://paulrussell.com/rServices>

The address is 106 Western Ave., Essex, MA

As has been the custom, many of us will adjourn to Woodman's in downtown Essex for lunch, feel free to join us. Questions please email Steve at [SLR944@AOL.COM](mailto:SLR944@AOL.COM)



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**PORSCHE**



# Driver's Education

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

If you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and learning to take full advantage of its capabilities, we invite you to get a head start on our 2016 track season by attending NER's Driver Education Ground School on Saturday, February 20th. This is NER's annual classroom-based introduction to our Driver Education program and again is being graciously hosted by Jeff Paulk of HMS Motorsport at HMS North's facility in Danvers MA. Additional information about HMS and directions to their facility can be found at [www.hms-motorsport.com](http://www.hms-motorsport.com).

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

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

The Ground School will give you a great overview of NER's on-track Driver Education program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street





# Ground School

February 20, 2016

driving. You'll hear how to prepare for an event, how and where our events are held, what to expect when you get to an event and, most of all, you'll learn how much fun DE'ing can be. You'll also get a copy of the presentation containing lots of useful information.

Advanced registration for this highly-popular event is strongly suggested (and will save you money). Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10 AM to Noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on track. Questions? - email Stan Corbett at trackchair@porschenet.com or call me (please, NLT 9PM) at 774-275-1621.

Who should attend? Anyone interested in improving their driving and learning about our 2016 Driver Education program.

While everyone is welcome to attend NER's 2016 Ground School, drivers participating in NER's Driver Education events must hold current memberships in PCA or another recognized car club (such as BMWCCA), have a valid driver's license and be at least 18 years old.

Registration is available now through Club Registration. If you are a first-time visitor to Club Registration you will need to create a profile. This will save you time later as registrations for our DE events are also made through this site. After creating a profile search for this event selecting "Northeast Region PCA" as the club.

Cost: Early registration (by January 31st) - \$10 per person. Late/Onsite registration - \$20 per person

Register Online at [www.clubregistration.net](http://www.clubregistration.net)



# Car Detailing Workshop

March 19th 10:00AM



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

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

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

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

In addition, Unique Car Care has been recognized as one of the Top Car Detailers in the Nation by dupont REGISTRY. Sign up at [porschenet.com](http://porschenet.com) - Events Questions? [Adriane.Ross.Aross@porschenet.com](mailto:Adriane.Ross.Aross@porschenet.com)

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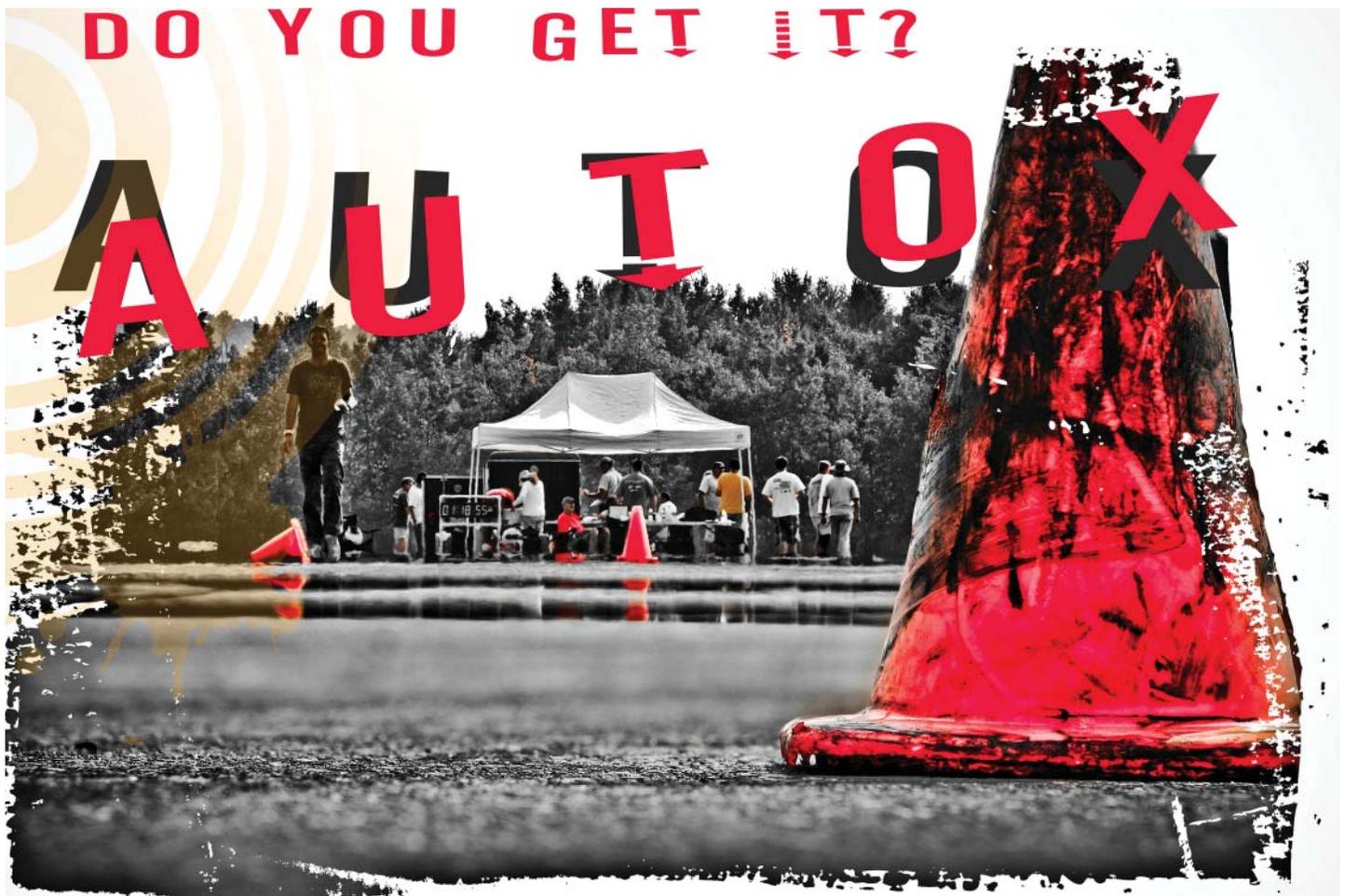
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**Why should I autocross?** Autocross allows you to drive your Porsche the way you'd like to drive it all the time but know you can't! Foot on the floor, cornering at the limit, getting a little sideways – all in a safe setting. You will learn car control skills and the limits of your car in a fun, competitive setting.

I haven't done it before, isn't it only for experienced drivers? Ah, that's the beauty of AX (that means autocross, get it?!). AX is a great introduction to spirited car driving. Sure, there will be some very experienced and skilled drivers at our autocrosses. But learn from them, don't be intimidated. We will assign a mentor to first time attendees – someone in a car similar to yours who will be available to answer questions and help you through your first event. We also provide instructors who will ride with you when you request it and coach you to improve. Finally, you can ride with more experienced drivers to learn from them.

**I don't want to get hurt or hurt my car or wear it out.** There are no guarantees in life but you are more likely to get in

an accident driving to the event than at it. We take safety seriously. Please see the "Safety" page in the Rules section under Autocross on our website. And as to wearing out your car, this is what your Porsche was made to do! If your car is healthy (we do a tech inspection that covers safety items) then you won't do it any more harm than you would driving it on the street. You'll put a little wear on the tires – get over it! Worried about hitting a cone? Even the worst whack is easily waxed away.

**I only have so many weekends I can do "car stuff" and I want to do Driver Education, I may not have time for AX!** Hold on cowboy! Talk to the DE regulars – I think they'll recommend that you practice your car control skills at a nice deserted airstrip before you attack a track with guard rails and tire walls.

**Yeh, but you don't get to go as fast at autocross as you do at the track.** No, that's true - but try finding your way through a tight sequence of cones at 60 mph and tell me how fast it feels. Also, at autocross you can safely drive your car

right up to the limit. And remember that autocross, unlike DE, is a competitive event where you are trying to go as fast as you can.

**OK, OK, maybe I should give it a try. Who is eligible?** Anyone 18 or older can come. 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. It's a great way for new drivers to learn valuable, life-saving skills!

**What cars are allowed?** If you are a club member you can come in a non-Porsche (bring your membership card and not a truck or SUV, let's not be silly!). Non-members must come in a Porsche. Cars do not have to be street licensed.

**Can my husband come too?** Sure, and we'll even let him drive. Two people can drive one car. If it's a Porsche, neither of you need to be PCA members. If it's a non-Porsche you both need to be members

(one can be the Affiliate of the other). If a spouse or friend wants to just come and watch, that's great too - and they don't need to be members. Children and pets are welcome but they must be well supervised or on a leash.

**Well, OK, now I'm serious, how do I sign-up?** You must pre-register by Wednesday midnight before the event: [www.PCANER/MotorsportReg.com](http://www.PCANER/MotorsportReg.com) Registration opens one month before the event. We have never turned anyone away so it's OK to wait and see what the weather is going to be, but once you register there are no refunds. If you are sure you are totally committed, you can sign up for the season and get 5 events for the price of 4.

**What do I need to bring?** You need a car. No kidding, you don't technically need anything else. But here are some things it would be nice to have...

- A Snell 2010 or later M, K or SA helmet. We only have 3 loaner helmets so we strongly urge you to buy or borrow a helmet for the event.
- Water. It gets hot and thirsty on unshaded tarmac. We have some water (and offer a sandwich for \$5 as well) but bringing some extra water and maybe a snack is a good idea.
- Protection from the sun and rain. A hat and sunscreen are a fine idea for sunny days, rain gear and a tarp to put over your stuff are good for rainy days.
- Tire pressure gauge. You'll get plenty of advice about tire pressures if you ask so you might want to be able to measure it. Bring something to put air in if you have it. (You can bring a bicycle pump - don't laugh, it works a lot faster than those silly things you plug into the cigarette lighter that come with your new Porsche.)
- Shoe polish or masking tape to make a number on your car. You can borrow some if you forget. You will get an email Friday before the event with your car number (once you get one you keep it for the season), your work assignment (more on that later) and instructions as to what to do and bring (not everyone will have read this nice FAQ!).
- Chair. You will have some down time (not much) and it's nice to be able to sit outside and chat with your new friends.

**When do I need to get there?** Gate opens at 7. Please aim for no later than 7:30. You are then there for the day, you can't pick up and leave since you will have a work

assignment. We are usually done by 4 but it could be as late as 5pm if we run behind schedule. (Exceptions to leaving early can be made if there are special circumstances.)

**What happens after I arrive?** When you drive in you and your passengers will all sign a waiver and be checked in. Drive to the paddock, pick a spot and unload your car. You must take out all loose objects, including non-permanent floor mats. Put your number on your car and then drive it to the "Tech Line" where it will be checked for safety. Other than making sure that the car is empty the main checkpoints are: suspension tight and lug nuts secure, no leaks and nothing loose in the engine compartment (batteries are the usual culprit). When your car has been successfully checked it will get a sticker. Also - leave your helmet in the car so it can be checked and stickered.

**Do I get to drive now?** Hold on hoss, you are getting close. Just after 8am we have a Drivers Meeting. Everyone must attend. Yes, there is a little pro forma stuff that will sound like the speech you get from a flight attendant - but it's there for a reason and particularly important for newcomers. At the meeting you will be told the run order and what to do if you are a "dual driver" car. Novices will have the opportunity to be paired with a mentor: an experienced driver in a car similar to yours who will be available to answer your questions all day long. We will also identify instructors (who will ride with you if you wish) and explain the passenger policy (you can ride with experienced drivers). You will have a chance to sign up for lunch (probably a choice of Italian, turkey or meatball for \$5). And you will meet your worker captain who will confirm your work assignment.

**Did you say work assignment?** Everyone has to work at an autocross. We divide the cars into two "run groups" and one group works while the other drives, then vice versa. If you are new, your work assignment is likely to be as a course worker: putting cones back when they are knocked aside. Working is an important part of the day: the event depends on everyone going to their assignment quickly and doing their job right. People who dodge their

assignment are disqualified and may not be allowed back. (Note: if for some reason you can't work or are limited in what you can do, see the AX chair and we will make an accommodation.) And a little secret: when you are working the course, study the better drivers. You'll be amazed how much you learn.

**OK, now I get to drive!** No, not quite. Remember that this isn't like a road race course with a fixed layout. Every autocross is a new course that you have never seen before. Each course is just over a mile long and will have 20 - 30 turns. So after the Drivers Meeting there is a course walk where you will have a chance to see the course and plan your attack. There will be a special walk for novices, led by an instructor - highly recommended if you are new.

Now do I finally get to drive? Well, yes, some of you do. Remember, half of you now go out to work. But if you are driving, you move your car to the staging area and follow the instructions of the Stager. When you are directed into the start queue (3 - 5 cars are always lined up and waiting to go) you should put on your flashers if you want an instructor.

**Hot damn! Turn me loose!** Almost ready, calm down. You will be directed to the starting line by the Starter. Cars start about every 20 seconds. The timing crew logs your car in so the computer can correctly time you. (If you are sharing a car you are assigned to be either A or B. If you are B you should put a piece of blue painters tape on your helmet - they can see the number on the car and the helmet marking tells whether you are A or B.) When you are at the start line the Starter will tell you when it is OK to go. You don't need to go immediately - your time starts when you break the plane of the lights - so compose yourself for a couple of seconds and then, off you go!

**SCREEEEEEEECH, VRRROOOOOM-MMM, RRRRRRRRRRRRRR!!!!!!!!!!!!!!** Right, don't forget to shift. For most courses and most cars you will do the whole run in second gear. Make sure you can find the course (what looks obvious at walking speed is less obvious at 55 mph) before you add too much speed. (If you are constantly off course you will be required to use an instructor.) If you spin, gather up the car as quickly as possible and keep going - remember that a car started 20 seconds behind you. And since occasional-

ly a car doesn't keep going, stop immediately if a red flag is displayed and wait for instructions. Otherwise, drive as fast as you are comfortable and have fun! Oh, and please don't try to be a hero right at the finish line: our timing equipment is expensive. After you cross the finish line, slow to 10 mph and exit the course. You can look over and see your time on the display but don't stop (remember that car behind you). Go back to your staging position and wait for your next run. Your times are also announced and you can listen by tuning in to an FM station (just like at the Drive-in-Theater!). And all results are uploaded in real time so you can see how you compare to others by using your smart phone.

**Boy that was fun! How many runs do I get?** We try to do at least 10 runs an event: 6 in the morning and 4 or more in the afternoon. Sometimes weather or circumstances prevent that but it's rare. The record is 14.

**Did I win?** Yes, this is a competition. Your finish is based on your single fastest run. So a good strategy is to go slow until you have learned the course. Then add speed and experiment a bit on your next runs. Try to get at least one good "clean" run in your morning session – if the weather changes you may not be able to go faster in the afternoon even if you are driving better. In the afternoon work on squeezing out another second: it is not unusual to have the top 3 cars in a class be within a second of each other.

The fastest cars usually do the course in just under 70 seconds and novices (particularly if you have a slower car) should not be disappointed with an 80 second run. If you are one of the top three in your class you get a trophy – a beer mug or coffee cup with our logo and that of our sponsor.

**Wait, what's a "clean" run – this isn't a Concours is it?** No, thank god. A clean run means you didn't hit any cones. There is a two second penalty for each cone you hit. And if you are "off course" (failed to follow the correct path through the cones) you are disqualified and you get no time for that run. With typical winning times of 65 – 75 seconds it is very rare for someone to win using a run that had a cone penalty.

**OK, so when do I collect my trophy?** After everyone has done all their runs, everyone (yes, sorry, a little more work) helps at picking up the cones, taking down the tent and packing up the trailer. You will also have some time to put your stuff back in your car. While all that is happening the timing folks and AX chair are doing the scoring. Come back to the start area where there will be an awards ceremony. You get your trophy, a round of applause and we take a picture that will get in the Nor'Easter.

**And now I'm done?** Well maybe. It's now probably 4 – 5 pm and some folks have commitments that make them head home. But there is likely to be a pretty large contingent that has worked up enough of a thirst to require a stop at our favorite local watering hole – the Billiards Café in Ayer (we like to patronize the Ayer business

establishments!). And, of course, you'll want to explain to your new friends how you managed to come in third and how you will do even better next time!

**OK, I'm in. Give me the big finish.** Online registration opens one month before each event. The cost for the day is \$50 for members, \$60 for non-members (driving a Porsche). Additionally, members may sign up online for all 5 NER Autocross Series events in advance for \$200 (a \$50 savings). The Autocross School (April 24th this year) is also \$50. There is only room for 45 students and it will sell out, so sign up early if you want to do the school. Online signup is at: [pcaner.motorsportreg.com](http://pcaner.motorsportreg.com).

**Who do I call if I have a question?** For general questions contact AX Chair Bill Seymour ([autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)). For registration information contact Autocross Registrar Dave Berman ([jcowenner@gmail.com](mailto:jcowenner@gmail.com)).

**How do I get 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 map address is 91 Fitchburg Rd. Ayer MA.



# Auto Cross School

Sunday April 24th

Sponsored by



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

Price: \$50 (Pre-registration only)

Registration will open on March 24th at [www.pcaner.motorsportreg.com](http://www.pcaner.motorsportreg.com).

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

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

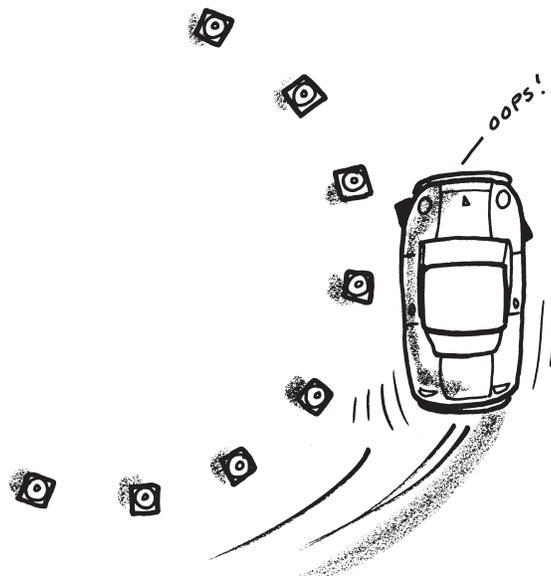
Pre-registration is **REQUIRED** for this event. Please do not show up at the gate unless you have registered, or you will be turned away. The autocross school will have a 45 person limit, which will fill up fast, so please register early.

For event and eligibility questions contact Bill Seymour at [autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com). For registration/payment issues contact Dave Berman at [autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com).

Directions to Fort Devens

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

From 128: Take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines. The google maps address is 91 Fitchburg Rd. Ayer MA.



# 2016 NER DRIVER'S EDUCATION

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



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

### **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](http://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

<b>Event Date</b>	<b>Days</b>	<b>Track</b>	<b>Host</b>	<b>Open Date</b>	<b>Student Solo</b>	<b>Instructor</b>
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.lecircuit.com  
WGI - www.theglen.com  
LRP - www.limerock.com  
PMP - palmermotorsportspark.com



## **April 29 – May 1, 2016 The Samoset Resort, Rockport, ME**

**W**hat is NER's Annual Spring Ramble, aside from the obvious: 130+ Porsches (some Ramblers do drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel?

You'll arrive Friday (or earlier at our low rate) on your own, meet up with other early arrivers if you're one, and begin your social and partying activities. On Friday from 5:00-6:00 PM we'll enjoy a wine and hors d'ouvres reception in the Bay Point Ballroom at The Samoset Resort, [www.samosetresort.com](http://www.samosetresort.com). You're on your own for Friday dinner. Then we'll all convene at 7:00 AM on Saturday in the Knox County Ballroom for registration, a Continental Breakfast, drivers' meeting and be on the road by 8:45 AM heading to our lunch at the Point Lookout via scenic back roads in ME. Following that respite we'll follow an equally fun, back roads return to the Samoset Resort, or if you prefer to get back sooner to begin your partying, massage, hike or whatever simply take the direct route that we'll supply.

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

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

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

Remember, this is a tour. If you want to drive imprudently, pretending you are racing or auto-crossing, do it on your own time, **NOT DURING THE RAMBLE**. It will not be tolerated.

- Unless you like being in a queue, register early for one of the 143 rooms in our block.
- Friday room rate is all inclusive room only, and applies to several days pre & post Ramble nights subject to availability.
- Saturday rate includes room, Friday wine reception, hors d'ouvres, Saturday cocktail hour, hors d'ouvres (cash bar after you've consumed your two freebies per person), Sat. night dinner (jackets for men) and Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The waived resort fee includes free WiFi, valet parking, all fitness centers & pools.
- The registration fee that you'll send me with your sign-up covers Saturday Continental Breakfast, Lunch, and most costs incurred in organizing and running the Ramble.

<b><u>GARDEN VIEW</u></b>	Single	Double	<b><u>OCEAN VIEW</u></b>	Single	Double
Friday	\$168.00	\$168.00	Friday	\$189.00	\$189.00
Saturday package	\$276.00	\$372.00	Saturday package	\$299.00	\$399.00

**Finally the details:**

- Send in the registration fee of \$60 **per person (\$85 per person after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CAN'T READ YOUR EMAIL ADDRESS...YOU GET THE PICTURE! Please differentiate between "1" and "l", "8" and "B", "0" and "O", etc. Use an email address that you check frequently.**
- Registration fees are fully refundable through March 1, and 50% refundable thereafter through April 8. The Samoset Resort reservations are cancelable with no penalty by calling them 7 days before arrival.
- Shortly after I get your entry form and check you'll get an email from me with hotel reservation (including our private reservation code) info and other important details.
- **DO NOT CALL THE SAMOSET RESORT AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL FROM ME- IT WILL GUM UP THE PROCESS.**
- If you do not get my acknowledgement within two weeks of mailing your registration – **CONTACT ME** as something has gone astray. **I'm away late Jan. – early Feb. so factor that into the equation.**
- **Please make your reservations with The Samoset Resort promptly!!**

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or [brucehauben@gmail.com](mailto:brucehauben@gmail.com) 24/7

**2016 New England Ramble Registration Form- \$60/person until March 1st- \$85/person thereafter**

\*Entrant/Co-Entrant Names: \_\_\_\_\_/\_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Day Phone / Night Phone \_\_\_\_\_/\_\_\_\_\_

\*Email: \_\_\_\_\_

Porsche: Year/Model/Color: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_ License Plate# \_\_\_\_\_

\*Dinner Choice: \*Dinner Choice: NY Sirloin: # \_\_\_\_\_ Baked Stuffed Haddock: # \_\_\_\_\_

Boursin Stuffed Chicken# \_\_\_\_\_ Phyllo wrapped Veggies/Mushrooms# \_\_\_\_\_

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460

Checks Payable To: NER/PCA

Sponsored by



Circle The Rambles You've Attended

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

If you were on the '15 Ramble and your personal data was correct, it is necessary to fill in only these items(\*)

# PORSCHE EXPERIENCE CENTER



COPY AND PHOTOS BY NOAH ECKHOUSE

**T**he Virtually Connected employee is a creation of the modern American corporation. We exist in the shadows, gone but not forgotten as we utilize our tools of internet, email and the dreaded conference call...

Sometimes, however, we seek authentic human contact. This involves airplanes and venues, often near airports. With this in mind, I had to make a decision: we were consummating a deal with another company and I had to make a connection with the seller. Something special, a place where we could converse and bond. A day would do it. Some would opt for golf, some a restaurant or hotel conference room, but that is not my style. I was in Boston, he in Florida. Atlanta was in the middle.... And, the Porsche Experience Center!

Now we were on to something. A five-star experience, adjacent to Atlanta Hartsfield Airport. Brand new, with

museums, workshops, a restaurant and of course a track.

Like a warrior of old, I unholstered my weapon: the corporate credit card. Two brand new Cayman S cars were procured, factory instructor included. 1.5 hours of nonstop track time, including wet and dry skidpads, an advanced handling loop, slalom/launch control dragstrip and a one mile road course.

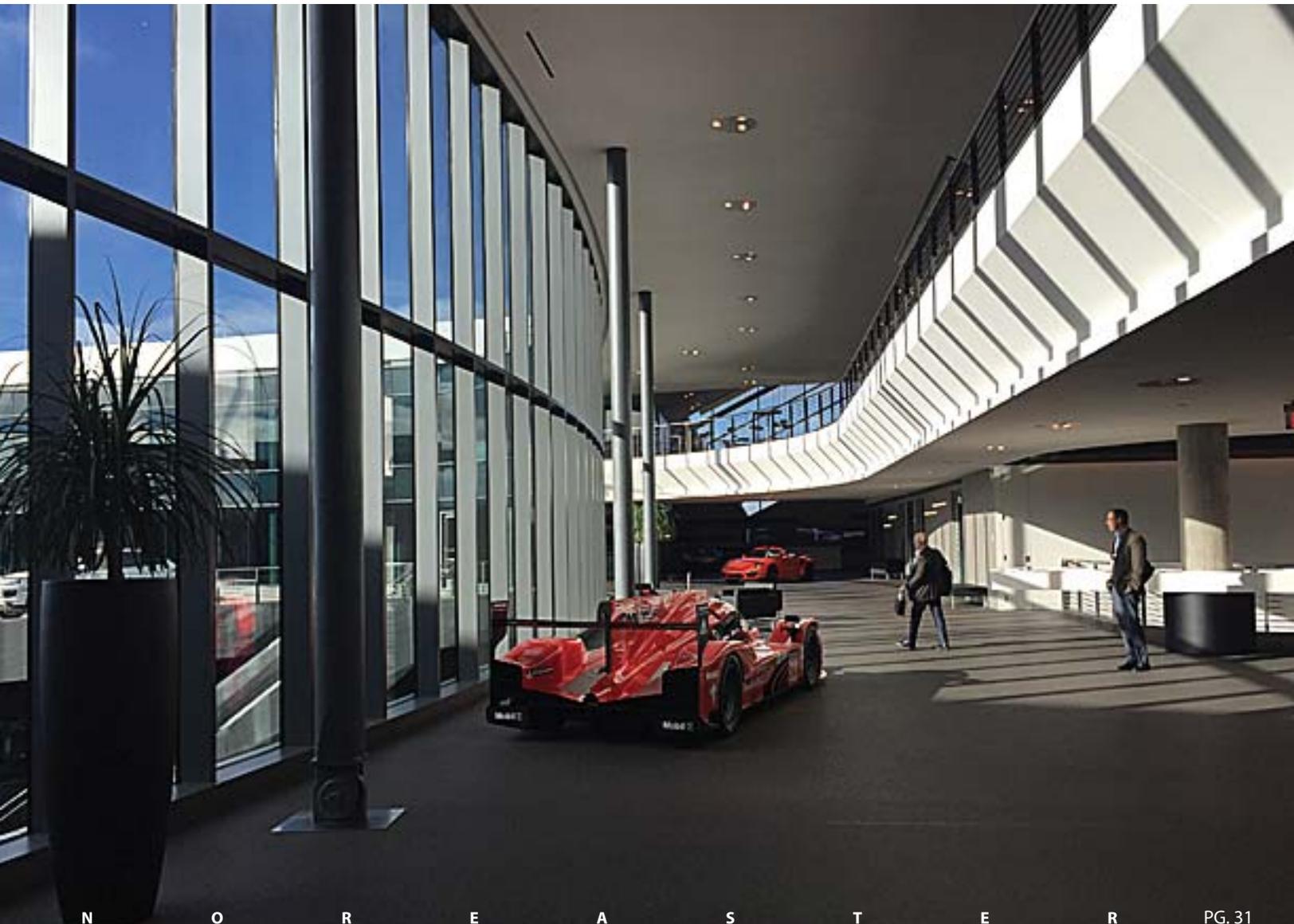
The PEC is short 10 minute Uber ride from the domestic terminal. Situated on the site of a former Ford assembly plant, this \$100 million facility is a pinnacle of branding for Porsche. It also houses the offices of PCNA.

Approaching through the security gate, my pulse quickens. Though we had a morning of meetings and a working lunch planned, you couldn't ignore the cars. They were out front, they were inside the provocatively designed building, and they were out on the track. You could feel them. Optioned to the hilt. As

I waited out front for Will to arrive I saw others walking in. Grinning like kids entering a toy store. This was going to be fun.

We checked in at the welcome desk and decided to have a look around while we chatted. There are two different museum areas and static cars on display everywhere. They ranged from a loaded Turbo S cab to a 2015 LeMans car. The museums featured impeccable 356's, rare 911's and race cars.

We retired to the café for our morning meeting. Like all of the key areas of the facility, it overlooked the track and provided many distractions. After an hour of conversation we couldn't stand it any longer and wandered outside to see the cars out on the track. Boy, were they having fun. There were GT3's in fast orbit out on the road course, with Boxsters and Caymans on the skidpad and slalom areas. This was no "dealer demo" day – these cars were working





*The cost for a Cayman S + coach was \$350 for the session.*

*You don't wear a helmet*

*No in-car video is allowed*

*You can choose from virtually any current model, I saw Panameras, 911's, GT4's, Cayennes and Macans. Each car is different - the price list is on the website*

*You can tour the facility without driving, but you need to call ahead so you can get past the security gate. Likewise, you can just come for lunch or dinner – book your reservation on OpenTable*

More info: <https://www.porschedriving.com/centers/Atlanta>

hard.

We headed up to the restaurant – appropriately named “356” – for a first class meal with floor-to-ceiling windows overlooking the track area. With Porsches of every color circling the track and jets flying over every 30 seconds, there was plenty of visual distraction. The food and service were great but I barely remember eating.

Following lunch, it was our turn to drive. We were met in the café by our two driving instructors, young guys in factory shirts who were calm and friendly. They walked us out to our matching blue Cayman S chariots, and got us familiar with the car. But then, a funny thing happened – there was no nanny-state conversation. My instructor Shawn said “what do you want to do first?”, and we were off. When I said I wanted the track, he said, great, let's drive it and I will show you the line.

That's pretty much how it all worked – we were able to drive these cars just as hard as we wanted. Sure, he reminded me a few times to brake harder, but he



never interfered with my driving nor told me to slow down... And yes, we did pass other cars.

The driving components were all fun, and as there were only about 8 cars on track, we had a driving feast:

Dynamics section: This was the slalom and drag strip area. As Porsche says, it is “Intended to test the speed, agility and lane-change performance on a large asphalt pad designed to simulate unique maneuvers you may encounter during your daily driving”. For me it was a place to play with launch control and suspension settings. Fun, but I can get that at Devens AX, so we moved on to the kick plate,



where a flush plate randomly moves left or right just as your rear wheels cross, simulating a black-ice style upset. To make it more fun, the sprayers stay on, wetting the surface while surprise barriers pop up to force you to reestablish control.

We went “by the book” for a few runs in

We had the thing to ourselves and as my confidence rose, so did my speed. With a professional coach next to me reminding me about double apexes, braking points and the fastest line, I rattled off a dozen laps before needing a break. So we went over to the next challenge.

catch my breath with Shawn and take it all in. Here I was, in a loaded Cayman S, on a largely deserted playground, with an instructor who was more than happy to do whatever I felt like. Heaven.

Our final element was the wet skid-pad. Enter, accelerate, break the rear end loose, control oversteer with throttle and go in circles to your heart’s content. The low friction circular element was large enough to hold two cars at once, and it was fun to see Will arrive through the spray, casting his own rooster tails and occasionally spinning out as he balanced the car on the edge of control.

We finished our session with another few runs on the kick plate and about a dozen more laps on the track. After 90 minutes, I was exhausted, and we happily took the car for a few cool down laps before heading in.

After profusely thanking our instructors, we were led to the Porsche Human Performance Lab, a super-specialized gym where they prepare drivers (and other athletes) for the rigors of the sport. A fascinating look inside the kind of physical preparation a pro driver undergoes before they ever get into a race car.

Tired and satisfied, we crawled back into our ride to the airport and let the adrenaline crash set in. Will said he couldn’t believe how much fun that was. I couldn’t really speak, as my face was tired from grinning so much. After



this area, but it was too much fun to not want to make a game out of it. The entry speed went from 20 to 25 and ultimately 30mph. The traction control settings were reduced and then disabled. This was a big smile – I think I maxed out at a 720 degree spin. How fun!

Then back out to the track, or as Porsche calls it, the “Handling Circuit - A one-mile handling course designed to mimic a winding country road with a number of corners and undulations”.

The Low-Friction Handling Circuit consists of a polished concrete surface with a series of tight varying-radius curves and off-camber corners. 20mph is all it takes for the rear end to break loose and then you play with understeer and oversteer. Helloooo drifting!

Following a few loops, I needed the A/C turned up in the car. Hot and sweaty, I realized how hard I was working. We paused briefly to discuss the next element and I had a moment to



a celebratory beer at the airport we parted ways. I hope to close the deal this month... Being virtual only gets you so far in life!

Yes, they do have a gift shop. No, I didn't buy my wife a \$1200 Porsche Design handbag. She'd rather be out driving.

You could really pull this off on a short Atlanta layover, maybe 4-5 hours. You can be in & out of the driving portion in under 2 hours.

The instructors said tires last between 500 and 1500 miles.

I want to go back...



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Photo Courtesy Porsche AG



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# Welcome to the Club!

**T**he Northeast Region (NER) of the Porsche Club of America has a bunch of great activities that you can get involved in. Whether your tastes are social, technical, or competitive, NER has something for you! You can have fun in your Porsche by participating in driver education at area tracks, autocrosses, rallies, tours, tech sessions, car shows and more. Each year NER organizes a variety of opportunities to enjoy and learn about your Porsche, and your fellow enthusiasts.

All of our events are posted in the NOR'EASTER and online in our calendar. You may also receive updates about events in our email blasts. Questions can be directed to the email addresses provided.

## Driving Events

- contact [activities@porsche.net](mailto:activities@porsche.net)

### Tour -



A tour is a non-competitive driving event in which participants follow a given

route on public roads to a destination (which may or may not be known in advance). Tours usually follow scenic routes (which are plentiful in New England) and/ or visit interesting or obscure destinations. Tours are sometimes combined with rallies to add variety and a dose of competition to the event. NER usually hosts two tours each year, one in the spring, and one in the fall, and always to fantastic destinations.

### Rally -

A rally is a competitive event in which contestants attempt to follow a course specified by a set of instructions. Rallies are typically run on public, paved roads, and speed limits are always observed. The two major types of rallies are the Time-Speed-Distance (TSD) rally and the Gimmick rally. In a TSD rally, participants attempt to follow the instructions precisely, maintaining the correct speed, as points are deducted for arriving at checkpoints (the locations of which are not known in advance) early or late.

A Gimmick rally is typically a bit less rigid and usually involves solving puzzles of some type. Prizes are often given for the most correct rallying.

### Autocross (AX) -



An autocross is a competition (timed event) in which drivers navigate their cars through a course defined by orange cones, usually in a large parking lot. Top speeds are generally moderate, topping out around 40-65 MPH (no higher than third gear for many cars). Competing cars are spaced at intervals—typically only one or two cars are on the course at any time. Autocross is a safe way to experience high-performance driving while learning to drive your car at its limit. NER hosts 5 autocross events each year, and an AX school in the spring. Our neighbors to the north, the North Country Region (NCR) also hosts 5 a year and many of the same participants compete in both regions.

### Driver Education (DE) -



A driver education event provides a safe, controlled environment for high-performance driving instruction on a race track. DE offers drivers of all skill levels the opportunity to hone their driving skills, with the help of an experienced instructor, in a controlled, closed-course environment. In

keeping with PCA philosophy, the primary emphasis at all times is on safety. A word of warning, though: the DE experience may be habit-forming! As DE events are not racing, nor preparation for racing, lap times are not recorded. NER and NCR share many events at such world famous tracks as New Hampshire Motor Speedway, Watkins Glen International, Calabogie Motorsports Park, Le Circuit Mont Tremblant, and Lime Rock Park.

### Club Racing



A club race is a wheel-to-wheel racing event. A race weekend consists of a number of practice sessions and "heats" (race sessions), often involving both "sprint" and "endurance" races. As a Club Racing license (issued by PCA National) is required for competition, club racers are serious and experienced drivers. The cars they bring with them to the track can be quite impressive!

### Non-Driving Events

- contact [admin@porschenet.com](mailto:admin@porschenet.com)

### Ground School

The Ground School will give you a great overview of NER's on-track driving program. NER's events are especially well known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country. Here you'll hear how to prepare for an event, how and where our events are held and, most of all; you'll learn how much fun it is.

### New Comers



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, presenta-

tions and a chance to ask questions of those who run each of our various activities.

Driver Education, the Ramble, Auto-cross, Concours, Tours, Tech Sessions, Spontaneous Dinners, other social events and THE NOR'EASTER. Wow! As a member of the Northeast Region of the 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!

Even 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 2013 driving season?

### Social Events

- contact [admin@porschenet.com](mailto:admin@porschenet.com)

Often NER members tour a specialized facility, like restoration shops, race shops, or museums. We also often host famous speakers to come and tell their stories.

Once a year we host Porsche and Polo, a picnic event in Hamilton, MA that gives you a pitch side seat of a polo match, and a chance to show of your Porsche.



The annual holiday Gala is a great place to dress up, and meet other enthusiasts. Awards are given, and dancing is done. This is an especially fun and elegant evening.

Other social events include "Cars and Coffee," which is just what it sounds like. We gather someplace that allows us to park our cars in one lot, grab a cuppa, hangout, talk and share.

Spontaneous Dinners are just that, we make the plan, you decide if you want to show up. These regional events take place south of town, on the North Shore, and in metro west Boston. There's no R.S.V.P. needed, and our members are encouraged to organize one near them. Get to know your Porsche neighbors!

### Tech Sessions



A tech session is a session in which a technical topic is discussed. Not just for gearheads, a tech session may demonstrate practical, "do-it-yourself" procedures such as brake bleeding. Tech sessions are usually presented by experienced Porsche technicians, many of whom are sponsors of NER events and the NOR'EASTER. NER hosts a few tech sessions each year, typically in the "off months" when few driving events take place.

### Concours d'Elegance

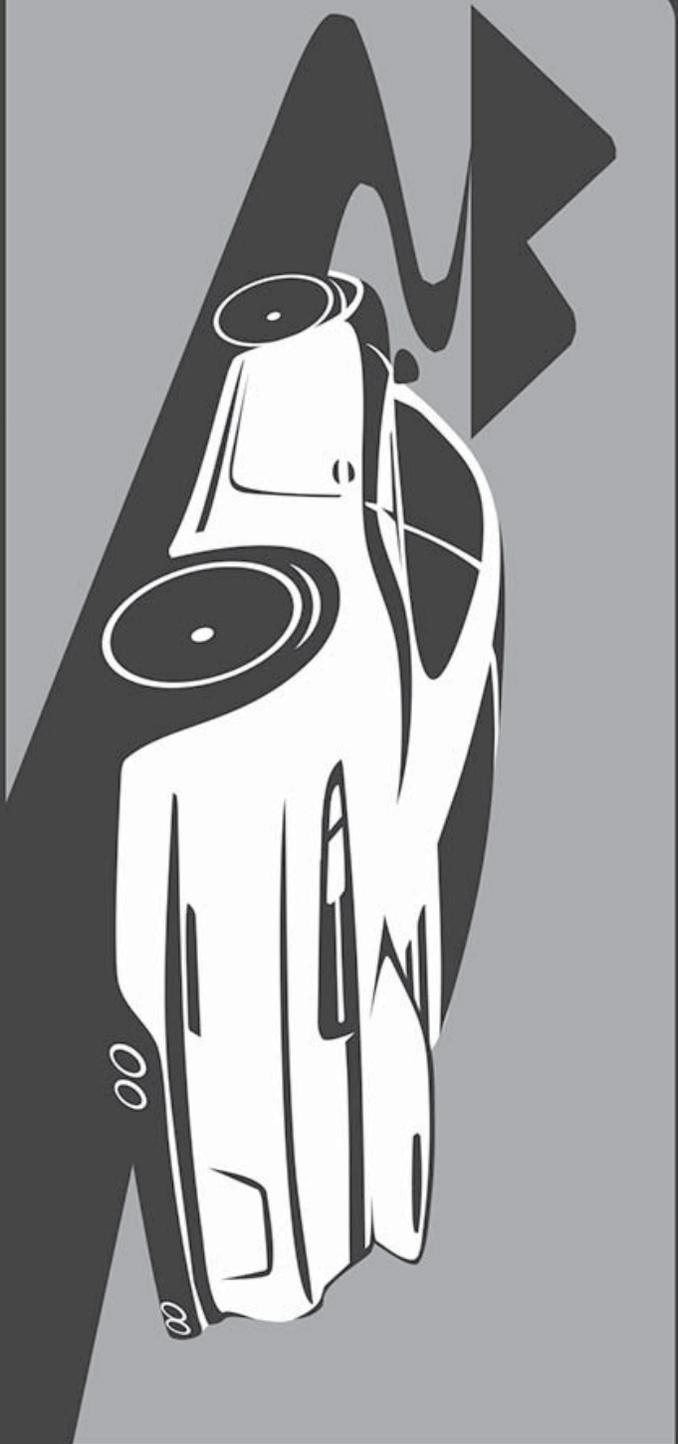


A concours is essentially a car show, in which contestants endeavor to present their cars in as close to "perfect" condition as possible. A number of judged categories usually exist, typically differentiating between types of cars (e.g. 356, Boxster) and level of preparation ("top only" or "full preparation" or somewhere in between). Cars sometimes may be entered as "display only," for owners who wish to participate but not compete.

There's so much to do, all year round in the PCA, so come, and join in, meet fellow enthusiasts. Remember, it's not the cars, it's the people!

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**2016**

**Around the Cones** - continued from page 6

March 5th

Tech session at Porsche of Warwick

The good folks at the dealership have invited the region members to a rescheduled tech session at their state of the art facility in Warwick R.I. on March 5th.

Detail as to time, subject matter, morning refreshments and lunch will be posted shortly

Rob Siegal "The Hack Mechanic" April 3rd 2:30 p.m.

Location VFW in Natick, MA

The region will again host the knowledgeable and humorous Rob Siegal, tech writer for the BMW club as well as former contributor to Road & Track magazine as he entertains us with his trials and tribulations to bring old cars 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.

Early Notices

Tech session April 9th or 16th. Hosted by EPE in Natick, MA

Further details including start time will be forthcoming.

Photo Clinic April 26th Location VFW in Natick, MA 1:00 p.m.

For you photo bugs, Richard Viard club member and photographer par excellence will be holding a photo clinic. See some of his material and learn some new techniques.

The club will supply munchies and liquid refreshments

With the expected warmer weather in spring expect to see listings for Cars & Coffee events at the local dealers and our new location as of last year in Needham at the Volante farm; Porsche of Burlington holds a number of get togethers also. We are hoping to sail on the Essex River cruise this summer, revisit the microcar collection of Charles Gould in Hudson, present the annual Collings Foundation tour of their airplanes and cars.; Our ever popular Porsches and Polo along with the picnic competition.

We have also invited the Mass State Trooper who gave a great presentation a few years ago to come back and talk to us

again,

We are also checking out a possible day of Bowling at one of the Kings locations, visit the multiple cars in storage at Aston Martin of New England and possibly another wine tour.

Please feel free to contact myself or anyone else on the board if you have some ideas for an event.

**Don't Lift** - continued from page 12

DE Socials, Adrienne Ross. The DE Social lead recruits volunteers and, with their help and support from the Track Chair, plans, prepares for, and runs DE socials at our multi-day events. Adrienne lives in Framingham, MA. She has a Black 2009 Cayman, wasn't able to drive on track much last year, but hopes to fix that in 2016. She is currently in the Blue run group. Adrienne is our esteemed Newsletter Editor.

Please remember, your Track Committee is made up of volunteers. Join me in thanking them for their efforts as, without their efforts, we would not have a DE program.

I'll keep you posted; both in the Nor'Easter and on-line in the Driver Education pages of our web site, as we make progress on more details related to the 2016 DE events. This will include hotel deals, fuel and tire availability, and anything else I think might be of interest to us as Track Rats. Registration for track events will open on March 1st.

You can contact me via email (track-chair@porschenet.com) or phone (774-275-1621).

Don't LIFT! Stan

---

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**Four Speeds and Drum Brakes -**

*continued from page 9*

then, everyone wanted a red sports car.

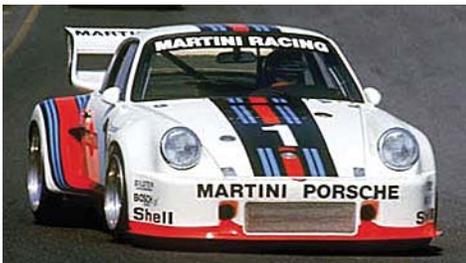
Another project is the '72 911 that got some miles on it this year. That car went on the last drive the 356 group took back on the first Sunday in December and while it ran great it reminded me again that in a row of brightly colored Porsches it really disappeared. It is time to get fancy.

With the use of 3M shelf paper I have



been able to dress up a lot of cars in the garage for no money and I could change my mind without guilt. This was going to be a bit more complicated but still easily reversible. A google search of Martini Race Cars brought up the colors that were used back in the '70's and a site of a fellow as off balance as I am. He was actually making them and could get a set to me in short order.

After much discussion I decided to go with the center stripe with no number and the door decal with just an open space in the middle. It is a white car after all and he also sent me a set of magnetic numbers (I run the Autocross series as #3) that I can attach when on the track. I really don't want to be driving a car on the street with numbers on it. I have enough trouble avoiding the State Police driving cars that nobody looks at let alone something with stripes and numbers.



Since this is something more than a roll of shelf paper so I'll have my number one painter/custom guy, Bob Lundell do the honors. He says he's up for it. Of course he is, he drives a blown Camaro called Chromaro on the street. There will be photos coming on that project.

Before winter really gets a grip I wanted to have some photos taken of the Speedster in Winter (Lion in Winter?) and my neighbor down the street provided the perfect barn for the scene. It's the same barn that the 914 lives in all winter. I have been trying to get Blackie included in the 356 Calendar for years without success. I called and asked a few questions and was told that the toughest photos for them were the winter cover shots. Because most of us take our Tubs off the road before the snow flies they get very few with Christmas lights or snow on the ground. With record warmth in December I took Blackie over at dusk for a few shots when the barn first had its string of lights in place. The result was not good. Having zero photographic skills, my cell and Canon shots were not going to cut it so I phoned a friend. Richard Viard, our resident PCA photographer who was glad to help.

It was getting a lot colder at night but not so bad for a 1/2 mile ride in a car with no top and no heat. A later shot (more darkness) with a tripod and a 30 second capture duration brought out the colored lights and the stars above. Very impressive. It may not make the calendar but it's a terrific shot that will make my Christmas card this year. And if you look really close you can see the 914 in the corner behind the Speedster.

Winter is turning out to be a very busy time as you can see above. In addition to the Auctions, there's the Paul Russell tour, The LA Literature Meet and a Tub that was found in SC that is in a friends garage in NC that is itching to come to my house. Newfound Lake hasn't frozen over yet but when it does it will also be calling my name. Ice Racing with the BMW Club is always fun but even if it doesn't freeze over, which has happened in the past, I may go up and play in the snow anyway. I hope your winter is as much fun as mine's going to be. KTF

**Minutes - continued from page 29**

someone to bring a special interest car from the racing world such as a 917, 962, or 935 and we are exploring those possibilities. Porsches and Polo is back again this year and sure to get a good crowd. Steve presented a number of ideas for the board to consider for the coming season and some have already been approved and scheduled. These include a "Winter Warmer" at Porsche of Boston (Jan. 24), a tech session at Porsche of Warwick (March 3rd), a talk and book signing by author Rob Siegel in April, a tech session by EPE in Natick sometime in April, and possible an Essex River Boat Tour when the weather gets warmer. Some kind of NER participation at the Boston Indy car event also has great appeal and Steven James is looking into both volunteer work assignments and a Porsche Corral for PCA members attending. As you can see, there is a lot going on this year.

Bob Cohen circulated the 2015 Treasurer's report a few days earlier, and it was decided that after all had time to review it, we would vote for approval via email. Bob was also seeking out a new and different venue for the annual Gala and we're on the verge of having some exiting news in that regard.

Dick asked for any other business that needed to be discussed at that time and with all deciding that we had covered enough ground, Dick motioned for adjournment with unanimous approval at 1:45 PM.

The next board meeting will be at the home of Steve and Laurie James on February 10th.

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