A painting of a winter landscape. The sky is a mix of warm orange, red, and purple tones, suggesting a sunset or sunrise. A bright, circular sun or moon is visible in the upper left. The ground is covered in snow or ice, with dark, leafless trees and bushes in the foreground and middle ground. The overall style is impressionistic with visible brushstrokes.

**Many Porsche drivers find splendor in our  
New England winters....**

**Many of their Porsches however, rarely have the  
opportunity to experience it...**

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

**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.**

- C**HANGE THE OIL AND FILTER
- F**ILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS
- 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

**PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.**

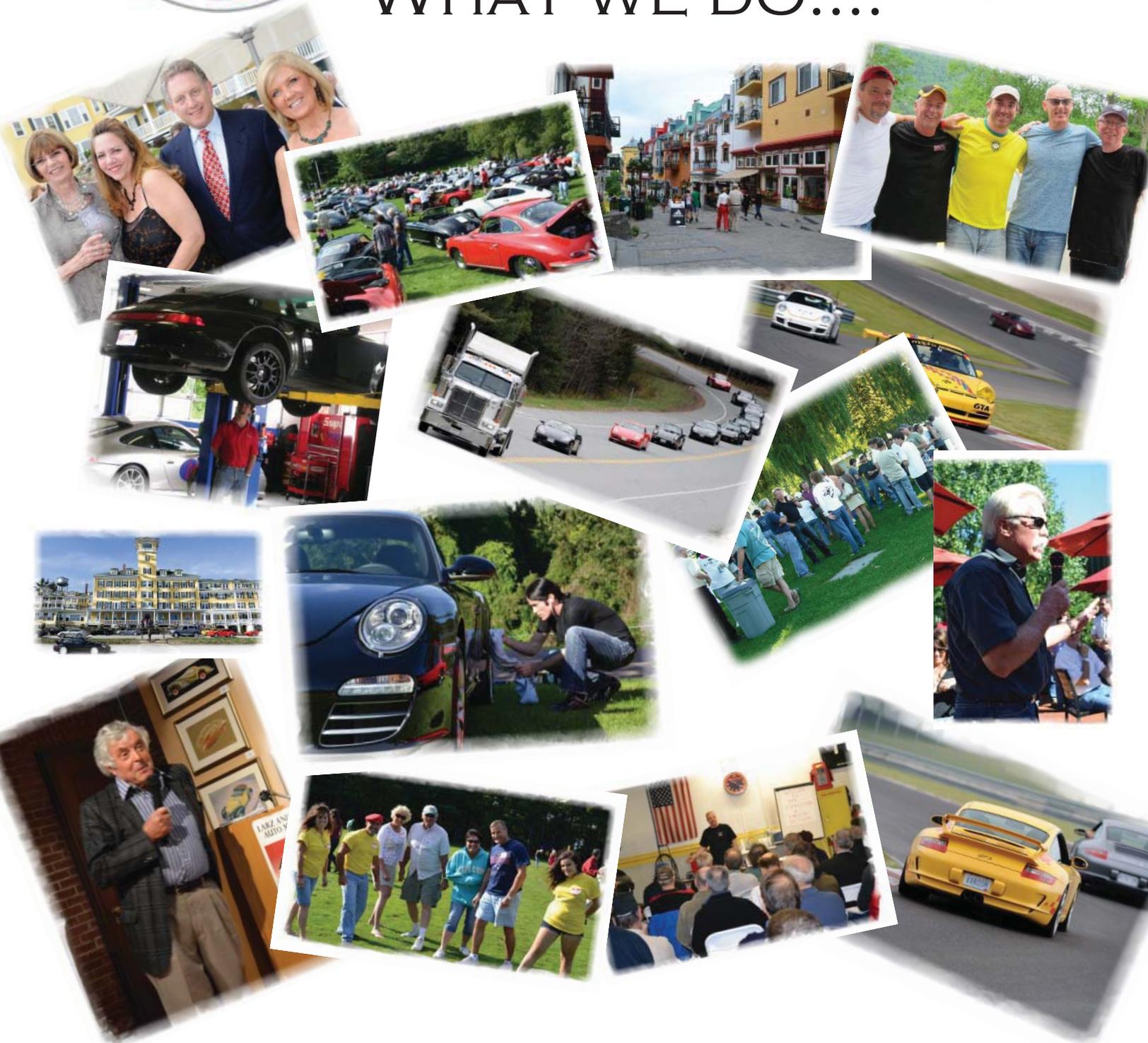


# WHO WE ARE....

# POORSCHKE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 44  
ISSUE NO. 1

JANUARY 2016 JANUARY 2016

## FEATURES

16 2016 Ground School!

18 **RESUBSCRIBE**

19 PAUL RUSSELL TOUR

20 2016 NEW ENGLAND RAMBLE

22 Off Road in Your Porsche

25 Turning Lemons into Lemonade

30 *NER PCA 2015 Gala*

34 **The 2017 911 Turbo**



20



26



34

## DEPARTMENTS

- 10 Anniversaries
- 14 Calendar
- 45 Marketplace
- 46 New Members
- 46 Board of Directors and Committee Chairs

## COLUMNS

- 6 On the Edge
- 7 One Track Mind
- 8 Four Speeds & Drum Brakes
- 10 Minutes Of The Board
- 11 Sign Me Up
- 12 Don't Lift

## COVER



**Cover Photo**  
Courtesy  
Dennis Friedman,  
Out of the Bus Stop,  
Daytona

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



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

Writing and opinions expressed by the contributors in The NOR'EASTER do not necessarily represent those of the Porsche Club of America, or any of their subsidiaries, or regions.

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

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

All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full

credit is given the NOR'EASTER and the author. No material may be reproduced if the NOR'EASTER was given the right to publish another publications material.

They reserve all rights to that material.

**Editor** Adrienne Ross

**Graphic Designer** Adrienne Ross

**Copy Editor -**

**Advertising Mgr.** Adrienne Ross

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

equivalent. All advertising inquiries and all advertising copy should be submitted to: Adrienne Ross 791-249-5091 (business hours please).

All checks

payable to NER/PCA

**Advertising Rates**

Full page - \$104/issue

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

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

Half page - \$83/issue;

One third page - \$68/issue

Quarter page - \$52/issue

Business card - \$37/issue

# On the Edge

## of Enough



Adrienne Ross

**H**appy New Year! I hope that you and your families had a joyful holiday season!

Do you make New Year's Resolutions? I didn't used to be one of those that did, but as I get older, I realize that making promises to myself, and keeping them is a pretty good thing to do. January seems like a good time to clean out the closets. All of the box stores have sales on storage bins, and shelving. They're made it almost ubiquitous for Americans to do such a thing. I guess if you are blessed with abundance, and had a bountiful holiday season, it only makes sense that now you need to store all

***But I do want to be careful of the stuff to Adrienne ratio. How much can I take care of, vs. what is actually useful to me in some way.***

your new "stuff."

I find myself always trying to pare down. Last month a friend of mine (and club member), and I were talking about snow blowers. I had just changed the oil in mine, and was bragging about how ready for winter (whenever it actually gets here) I was.

"I don't have a snow blower." He remarked. I raised a quizzical eyebrow at him.

"No snow blower? In New Hampshire?" I was stunned.

"You know," he started "my Dad always said, 'You don't own stuff, stuff owns you.'"

I was skeptical, but thought about it for a few days, and came to a metzo-metz conclusion. Yeah, sometimes I feel a duty to my stuff. The yard needs maintenance, the cars need to be taken care of, but it's little enough of my stuff to ask for how it serves me, or I enjoy it. A snow blower asks relatively little in exchange for my back not being broken after a foot of snow has fallen. I'm good with that deal.

But I do want to be careful of the stuff to Adrienne ratio. How much can I take care of, vs. what is actually useful to me in some way. Like I said, I purge a lot, mostly with-

out looking back. I think twice in my life I'd thought "Damn! I could really use that now!" So, it's not usually much of a loss.

What I haven't been taking good care of, is relationships. I've been sorely remiss about reaching out to people and trying to find time for them. We end a lunch with "Let's not wait so long!" or start an email with "Well, November got away from us!"

This year I hope to be a better friend. Find the time to hang out. It's admittedly been a little crazy with the jobs changing, or advancing (I recently got a promotion.) This magazine comes into play, cutting into my play time, and the daughter had a big year, prom, graduation, off to, and adjusting to college.

So here they are, a few resolutions without the New Year's part. I hope to be more in touch with the people I like, and love. To have lunch, share my life, and invite people over more often.

Take better care of my cars – even by doing the work myself. I need a full set of brakes all around, new tires, and should have changed the drive belt in my Cayman last fall. (I have put it away for the winter though.) And Rick at Unique paid a LOT of attention to my car in late November by doing a total detail, buffing out some dings here and there, and making the finish just like new again. No swirls, no foggy patches of over spray, just black, jet black. It looked so good I didn't want to take it home, so I drove it right to it's winter home. I didn't want to risk even a day in my driveway to ruin the perfect finish. But now I need to keep that up. Rick promises me that with a few easy tips, and some regular basic washing, I can keep the finish looking like it does. That – and a little less tracking. So – maybe it won't stay exactly perfect. But if it gets bad, I'll take it to Mike's to refinish the hood.

Drive more! Oh my goodness if I have to endure one more year with 6 or less track days – I'm going to lose my \$h1+!

So, let's do lunch, at a race track. Don't

bring me any gifts, I have enough stuff.

I do wish you the happiest of New Year's, and, I wish you enough.

### In This Issue...

**J**anuary is an exciting time around here. The board gathers to lan most, if not all of the new year's activities, the Ramble sign up appears, we start putting things together for a great AX and DE season, those promos will be out next month.

One of our members went to the Overland Experts Adventure, he took his Cayenne and difcovered what Porscge did, and didn't think of when they made a 4-wheel drive vehicle.

Anpther member went to a DE in Daytona! (I'm so jealous!) He sent some great pics, and a great story! Thanks so much Dennis.

The new 911 Turbo will be at the Detroit Auto Show, but we get a sneak preview, complete with price list!

Finally Bob Cohen, our esteemed Treasurer took some awesome pictures at our annual Gala. In fear of getting someone's name wrong, which inevitably happens, I've not captioned any of them. Just left you with the smiling happy faces of some of our wonderful Club Members!

Enjoy the issue!

# One Track Mind

## Bottoms Up!



Dick Anderson

As I write my final column as VP, Activities, I'm sitting under a palm tree, shaded from the Pacific sun as a few hearty souls surf the moderate waves off of Poipu beach. Some (all?) of you may be tired of hearing about our travels but yes, I'm on vacation again and in one of my favorite places. What, you may ask, have you done by electing me president of our wonderful region? Beats me, that's for sure, but I wasn't lured to the position by its outstanding pay and benefits. The truth is I really like this club and that's simply because of the people in it. You guys, the

**What, you may ask, have you done by electing me president of our wonderful region? Beats me, that's for sure...**

ones I see at so many events, who laugh and chat and enjoy each other's company, that's why I decided to do it. I hope to carry on the good work of all of my predecessors and continue to make this a great club. Kristin was kind enough to invite me to the Zone 1 President's Meeting in Albany where I had an opportunity to hear about the goings on in other regions as well as meet some of the other region presidents which will help with my new duties.

I missed this year's annual dinner (the first one in years) and, wouldn't you know, at the festivities, Ann and I received the "Enthusiast of the Year Award." A few of you have commented that it looked like a "chamber pot" or an "urn for the ashes of departed track drivers" but we say "Bah, humbug" to them. A look at the names of past winners puts us in rare company and for that we are quite proud. Thank you very much.

The GT3 is bedded down for the winter, the trailer is parked away, track season is over for us but there's still lots going on with the club. Planning for Tech sessions, "Coffees," Ground School, New Members

Meeting, Concours, Ramble, Driver Education and Autocross, etc., are complete or underway.

Given, that we're on vacation and our Mustang convertible (ooh, it hurts to say that) awaits, I'm exercising presidential prerogative and bringing this short column to a close; but before doing so completely, I want to leave you with an island gift. Trader Vic (Victor Bergeron) is largely credited with inventing the Mai Tai, a favorite here in Hawaii, so here, for your imbibing pleasure, is his recipe as used at the Honu Bar in Kauai:

Hawaiian Mai Tai

1 oz of Light Rum (sometimes referred to as Silver)

1 oz of Dark Rum

Large Splash of Orange Curaçao

Splash of Orgeat Syrup (almond flavored simple syrup)

Sweet and Sour Mix ( Bacardi Margarita

Mix - yes, Margarita)

Pineapple Juice

Lime Wedge

Pineapple Wedge

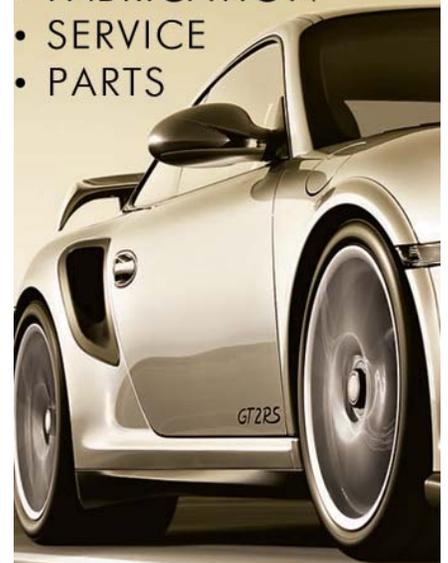
Okole Maluna! ( Hawaiian translation of "bottoms up.")

Happy Holidays to all of you!

QUALITY SERVICE  
& PERFORMANCE

call the experts..

- CUSTOM TUNING
- MODIFICATION
- FABRICATION
- SERVICE
- PARTS



Musante  
MOTORSPORTS

1257 John Fitch Blvd,  
South Windsor, CT  
MusanteMotorsports.com  
860.291.9415

# Four Speeds & Drum Brakes



Tom Tate

## You Have to Kiss a lot of Frogs...

I guess that it really is time to confess that these old cars don't really follow me home like I've been telling everyone over the years. I actually go out and look for them. Who knew?

In the process of looking into barns, and watching sites like Bring a Trailer, Craig's List and Ebay there are a lot of old cars to be found. I also have a legion of car people (and some not) that will call with tips. Sometimes they are real cars, sometimes they're not, but I have to check them all. Recently a '74 BMW 2002tii showed up on Bring a Trailer that was only a couple of hours away that was priced way under

### ***While I certainly appreciated the tutorial from my client that saved my bacon...***

the market. It was a Craig's List car that the owner said he got from his neighbor who was in a spot and needed cash. He had receipts for the restoration that was double the asking price and the photos looked terrific. By the time I called to say I'd take it, someone had got to him and said that he'd be up to fetch it in two days and pay cash. I didn't want to put the guy in a jam so I just asked to be number two on the list and said that I could be there the day after, also with cash.

I cautioned the seller that sometimes a buyer would try to get a discount because he's standing there with cash and if that were the case not to budge on price. If the car was as reported it was certainly worth the asking price. I made arrangements to call an hour after the prospect was to be there to see if it was gone. If not, I would be making a quick trip to the local bank.

As luck would have it I had scheduled to meet a client for lunch on the day the last call was to be made and he was in the BMW restoration business. At the appointed time we were just finishing lunch

so I stepped away to make the call. The buyer was still there, out on a test drive, and so the seller said that he would call back in 20 minutes. That seemed like enough time to finish lunch and drop off my client but the call came back on my Bluetooth in the car on the way back to the shop.

The seller said that the prospect had done exactly what I predicted and tried to get a better price in the driveway and that he was shown the door. The car was mine.

After the call, my client who had been sitting quietly, asked if I knew anything about BMW 2002tii's. I confessed that I knew 2002's but had never owned a tii and didn't know much about the differences.

As it turned out he had three of them in the shop in various stages of restoration and in 15 minutes I was almost an expert. Or at least enough of an expert to prevent me from making a mistake. By the time he was done I knew where to find the engine number, the vin (unlike Porsches they should be the same), and the differences in the sheet metal in the engine compartment. Places where rust hides was pointed and the difference between original fenders and replacements. A restored 2002tii is probably worth twice the value of a plain 2002 and it didn't look that tough to convert one if you knew what you were doing. It would later turn out that I spent what was a very valuable 15 minutes, it would save me a lot of money.

A trip to the bank the next morning was an opportunity to learn about the new money laundering rules (thank you Dodd/Frank) and spend more time than I wanted to trying to get my own money out of their clutches. After

the questionnaire was filled out I think I could've used a copy for a job application. Two forms of ID were needed and I expected that they would want a copy of my fourth grade report card but one bad photo was enough.

I corralled a fellow car nut to drive me up to get the BMW in southern Vermont and with conflicting instructions from two different GPS systems we let WAZE fight it out with Garmin to see who would win. As it turned out Garmin gave up about half way up a mountain that could've been in West Virginia. We had directions from the seller that used landmarks that sounded like Maine, like turn left at the post with four mailboxes on it without any street sign. I was expecting to hear banjo music but before we ran out of road the bright orange BMW appeared next to a barn at the end of a dirt driveway.

Knocking on the door didn't raise anyone and it was tough to tell which trucks near the house were alive and which were for parts. All three seemed to have plates on them but with significant pieces missing.

The key was in the tii so I started it up and that brought the seller out of the house. It idled smoothly and certainly sounded healthy but driver's door didn't close very well and there was a crack to be seen in the metal of the door in front of

*continued on page 42*

MIKE NOONAN

(781) 324-9831

**MIKE'S**  
A U T O B O D Y  
O F M A L D E N  
EST. 1987

251 BROADWAY, MALDEN

EUROPEAN & IMPORT SPECIALISTS  
PREFERRED INSURANCE REPAIR FACILITY

With teamwork comes great results

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

by Marcus Collins

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



Dani Fleming (617) 997-9145

Dani.Fleming@MAPropertiesOnline.com

Marcus Collins (781) 640-3597

Marcus.Collins@MAPropertiesOnline.com

www.MAPropertiesOnline.com



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

# Minutes of the Board

## December Meeting



Marcus Collins

The December board of directors meeting was held on December 9th, it was hosted by Bob Cohen. The meeting started at 7:30pm.

Present were:

Marcus Collins (Secretary),  
Kristin Larson (President),  
Adrienne Ross (Nor'easter Editor),  
Steve Ross (VP Admin),  
Stan Corbett (DE),  
Bob Cohen (Treasurer),  
Steve and Laurie James (Membership),  
Bill Seymour (2016 VP Activities),  
Alan Donkin (2016 secretary)

Absent:

Chris Mongeon (Past President),  
Dick and Anne Anderson (VP Activities)

The board described the various roles for Alan and Bill as new board members (Secretary and VP Activities).

Laurie gave our membership report indicating we now have:

Primary members 1,664

Affiliate members 978

Total members 2,642

Transfers in: 3

Transfers out: 4

New members: 16

Steve James stated that membership and Nor'easter subscription is now electronic with 2016 registration on MotorSportsReg. 250 have now signed up electronically; 200 sent in checks - this may have been caused by adding an envelope to the latest Nor'easter mailing. For the 2017 renewals no envelope will be sent and the URL will be simplified. If you haven't renewed for 2016 please signup electronically.

Stan reported on the board elections. 118 Ballots were received with all but 2 voting for the board as it was proposed. The board discussed sending the ballots via email or via the porschenet.com website. No decision was made it will be looked at again in 2016.

Financials: Robert Cohen had sent out the financials prior to the meeting. There were no comments - Kristin proposed

and Steve seconded. With no discussion the report was approved.

Stan reported on NER DE. Some of the 2016 proposed dates are:

Mt Tremblant - July 4, 5 and 6

Watkins Glen - Aug 12, 13 and 14

Palmer - 10, 11 and 12 June and 23, 24 and 25 Sep

Thompson - May 5 and 6 (novice event)

The board discussed the 2016 contract with Watkins Glen. The contract now contains a number of event tickets. The board decided that the NASCAR tickets were the preferred tickets. The board did not decide how the tickets were to be allocated.

Stan discussed the 2016 events at Thompson - the track has proposed a lower total charge and facilities that will allow a novice day (skid pad). Thompson proposed May 5 and 6; Sept 2 and 3.

Stan initiated a discussion on the winter instructor development. Adrienne mentioned a colleague who teaches at a local university to add content on how people learn which might be an interesting addition to the event. Stan will work with local clubs to offset the costs. More details to follow.

NCR DE Events

New Hampshire - April 22, 23 and 24

Lime Rock - June 27 and 28

Palmer - Aug 6 and 7

New Hampshire - Oct 15 and 16

Steve Ross reported on the club events. Jan 24 winter warmer is at Porsche in Boston. The postponed tech session at Porsche of Warwick will be held on Feb 24. Steve James mentioned the 2016 Boston Indy event in September - Steve will contact the event organizer to see if there are any opportunities for club members to participate.

Bob Cohen commented on the 2016 annual dinner. The turnout was low at 105, with very poor turnout from members close to Hingham. The board discussed changing the format

of the event. Bill Seymour proposed asking the membership for feedback via a survey. Bob and Bill will look into other options and propose options to the board.

Adrienne reported on the Nor'easter. There are limits on the amount of advertising that the magazine can host. We are close to the limit and so Adrienne requested more magazine content.

Bill reported on Autocross - the 2016 schedule is actively being worked. Details to follow as the schedule is finalized.

Bill proposed all board members submit a written report prior to the meeting. The board agreed.

The 2016 board meeting schedule will be finalized at the January meeting. The January meeting will be:

Jan 10 - Adrienne Ross

Note that the next board meeting is the annual planning meeting and will be held at the home of Adrienne Ross on Sunday Jan 10th at 10:00am.

With no further business the meeting adjourned at 9:20pm.

### Happy PCA Anniversary!

#### Forty-Five Years

Thomas Tate

#### Ten Years

Bill Aubin

Brian Butler

#### Thirty-Five Years

David Carter

#### Five Years

Christos Efstathiou

#### Twenty-Five Years

William Leitner

Michael Perlmutter

Robert Filteau

Philip Perkins

Christopher Gizmunt

Dimitri Georgakopoulos

#### Twenty Years

Jack Kelly

Richard Valentine

Edward Mello

Charles McCarthy

Edward Walk

#### Fifteen Year

Gregory Ames

Michael Norek

Bryan Costantino

# Sign Me Up

## Looking Ahead to 2016



Steven and Laurie James

It's hard to imagine writing about January 2016 without snow or freezing conditions to report and weave into this month. That's the facts, and since Q4 was busy, I needed some time in the last few months to catch up on a list of pre winter projects.

The roll bar I received from Dave Berman was painted outside during a few days of 60+ degrees. Last year, that would not have happened. Once painted, Dave came by on a Saturday and we removed the existing harness bar upper portion of the rear seats and we (mostly Dave) R&R the front seats in a few hours.

***If you haven't had your car on a closed course or track, taking the Auto X school usually in April is a good first step.***

Nice, I even washed and waxed the car, nothing like cheating winter with some early 2016 car prep. Winning...

Contrast the conditions a few years back, Dave was rebuilding his 3.0 SC motor and I participated by coming over several weekends we would start early and the temps were in the 20's. I had hand warmers in my boots and layers on layers and still it was cold so, I am really enjoying the late fall this year with jeans and sweat shirt a week prior to Christmas; Still able to work on outside projects, a partial payback for shoveling snow last year.

No doubt it will get cold in New England, which for many of our cars are stored which allows winter season opportunities for tech sessions like the NER ground school and other club social activities.

For members that have taken a long holiday, as you read your Nor Easter you might consider starting your NER to do list started or 2016. During our December board meeting we discussed a full slate of driving and social events, and

as we all know if you start early and build it into your schedule, it helps defend important dates from the quirks of late requests from dominating your calendar.

If you're new to NER and want one suggestion that is sure to scratch that car/driving itch please, is a full NER Auto X season. If you haven't had your car on a closed course or track, taking the Auto X school usually in April is a good first step. The reason I suggest a full season commitment: 1. You now have 4-5 events on your schedule. 2. The learning experience builds over time and one day is not going to solve bad habits, or allow you to establish good ones. So if you complete a full season and become a better driver, you just might find this habit forming.

As I previously reported for those of us that need to replace our out-dated helmets and I am hearing a few members have already purchased replacements. The choices are numerous so rather than wait and make a quick choice, I suggest scheduling a time to go down to one of our advertisers like HMS Motor sports to try on a few styles and then ask a few members that do track events for opinions.

As for membership, the Nor Easter renewals are coming in at a good clip. With a good sample of 500 renewals the test of old Vs new is

tied, with 50% took the snail mail bait and 50% going online; earning extra brownie points. Folks that have asked for multiple adjustments, seasonal addresses and other grievances I will be available for individual meetings just prior to the first autocross event between 6:30 and 7:30 am at Ft Devens. Bring coffee, while not required, my attention span is likely to be better.

It's never too early to start planning, so enjoy the holiday break and see you in 2016.

AUTOBAHN PERFORMANCE INC



# 10% OFF

Present this coupon at Autobahn Performance for any Parts or Service



View our website  
[www.autobahnperformance.com](http://www.autobahnperformance.com)



### Parts

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

### Service

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

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

# Don't Lift

## 2016 is Coming!



Stan Corbett

I had a great time at the Annual Gala Dinner and enjoyed talking to many old friends and meeting new friends. I hope everyone that expressed interest in our DE program is able to follow through and join us for one or more track events. If I didn't answer all your questions please feel free to contact me. My contact information is at the end of the column and in the back of each issue.

At the Annual Gala Dinner on 5 December I had the honor of presenting the 2015 Instructor of the Year and Most Improved Driver of the Year awards to two of our fellow DE'ers. John Dunkle was

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

selected as the recipient of NER's Driver Education Instructor of the Year award. NER's Driver Education Most Improved Driver of the Year trophy was awarded to Norbert Martel (for the sharp-eyed among you; yes we misspelled his name on the trophy and a corrected trophy is being made). In addition to the trophies, which have to be returned at the end of the year for presentation to next year's recipients, our awardees were each presented with the following individual trophies which they get to keep.



In the spirit of "Don't Lift" work on

next year's DE schedule has been underway in earnest since we wrapped up the season with our final event at Thompson in September. Completing the schedule is highly dependent on successful, timely communications with the managers at the various tracks where we hold our events. This year that process has gone pretty smoothly and the 2016 DE schedule has been finalized. Good news, we will have two events at Palmer Motorsports Park in 2016. For those of you interested in advance planning here is our DE schedule for 2016, including NCR dates and Zone 1, as it currently stands:

- TBD February (a Sunday?) @ HMS; Ground School (awaiting confirmation of date)
- 22-23-24 April (Friday – Sunday) @ NHMS; NCR event (NCR Make-A-Wish event)
- 5-6 May (Thursday – Friday) @ TSMP (includes NER Novice Day activities)
- 20-21-22 May (Friday – Sunday) @ WGI; Zone 1 48-Hours at The Glen
- 10-11-12 June (Friday – Sunday) @ Palmer
- 27-28 June (Monday – Tuesday) @ LRP; NCR event
- 4-5-6 July (Monday – Wednesday) @ LCMT; once again concurrent with the Blues Festival
- 6-7 August (Saturday – Sunday) @ Palmer; NCR event
- 12-13-14 August (Friday – Sunday) @ WGI
- 23-24-25 September (Friday – Sunday) @ PMP
- 15-16 October (Saturday – Sunday) @ NHMS; NCR event

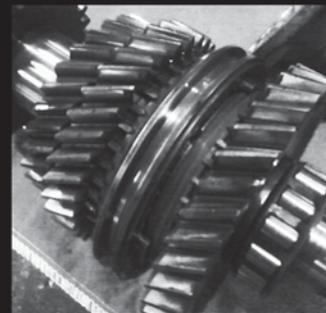
I'll keep you posted; both in the Nor'Easter and on-line

in the Driver Education pages of our web site, as we finalize the Ground School date and 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 the NER Driver Education Ground School will be open as soon as we have the date confirmed. Registration for the track events will open on March 1st.

You can contact me via email ([trackchair@porschenet.com](mailto:trackchair@porschenet.com)) or phone (774-275-1621). Don't LIFT! Stan

### MY 911SC

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



## DREAMS DRIVEN HERE

### RANDOLPH RACING

PORSCHE AUDI VOLKSWAGON

68 CUSHING STREET, STOUGHTON, MA 02072

781-344-1029

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

# The NOR'EASTER is all about *Your Club!* Let's make it *Ours!!*

**NEW!!**

## Letters to the Editor!!

*I'm asking YOU, the Members to*

*send* → *Letters*



*to ME,*

*the Editor!*

OR... email letters and/or photos to me at:  
[aross@porschenet.com](mailto:aross@porschenet.com)

*Does your Porsche look like this?*



**NO??**

Well, I'd like to see it!  
Even if you've been a member for 30 years, I still haven't seen your car, and hundreds of other members haven't either!

Show off your baby! We want to see it!

Please send hard copy pics to:  
Adrienne Ross  
PO Box 760727  
Melrose, MA 02176  
Put in a self addressed stamped envelope and I'll mail 'em back to ya.

## WAR STORIES??

You know what CAR enthusiasts like? War stories...

Good or bad, we all like a good car story. Do you have one to share? We'd love to hear/print it!

Before and after pics? We love those too!! Tell us your car story!



## tips...

Driven that Porsche for 25 years, and think you know it all?

Tips of the trade, car covers, types of tricklers, fuel additives, or winter storage.

**TIPS WANTED!!**



# Winter Warmer!

January 24th!

## 2015 Calendar At-A-Glance

### January

10 - Board Meeting  
24 - Winter Warmer

### February

11 - Board Meeting  
TBD Ground School @ HMS  
20 - Paul Russell

### March

TBD - Tech Session Unique  
11 - Board Meeting  
TBD - NER Presents  
the Hack Mechanic

### April

TBD Tech Session EPE  
8 - Board Meeting  
22-23-24 - DE @ NHMS (NCR)

### May

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

### June

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

### July

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

### August

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

### September

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

### October

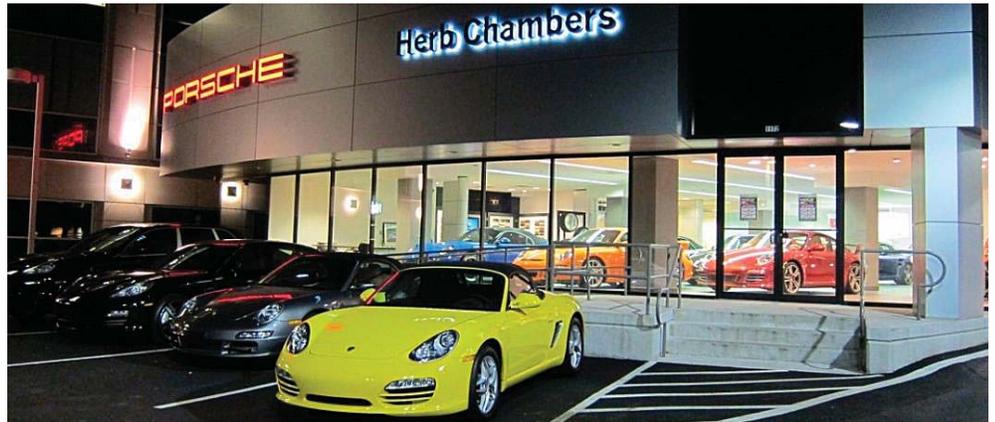
14 - Board Meeting  
15-16 - DE @ NHMS (NCR)

### November

11 - Board Meeting

### December

9 - Board Meeting



**W**inter Warmer Presented by...Herb Chambers Porsche of Boston, Herb Chambers, Porsche of Burlington

Need a mid-winter taste of your favorite car? That's what we asked last year and we got 65 folks to come in between blizzards to Herb Chambers Porsche of Boston! We all had such a good

Time that it's back on again in 2015. Join us on Sunday January 24th starting at 11am and ending at 2pm (Address is 1172 Commonwealth Ave., Boston, Mass.) for coffee and munchies and a whole lot more, courtesy of Mr. Chambers, General Manager Ian Miller, and Leasing Manager "Racetrack Rick" Scourtas. Look at cars, meet your friends and, once everyone is there, Rick will catch us up on the latest Porsche news. There will be coffee soft drinks, and killer 6 foot sub sandwiches. Rick will also be raffling off a bunch of neat door prizes too.

And who knows what else? Weather permitting take a test drive. And note that January 18 is the AFC conference championship game, so no one will be missing the game by attending our event.

The event address is: 1172 Commonwealth Ave. Boston. Please RSVP at [Motorsport.reg](http://Motorsport.reg) So we can plan food (and, very importantly in January, we will have your email to contact you if the event has to be cancelled or postponed due to snowy weather.

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

## Porsche of Norwell

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



**PORSCHE**

**John Ziedins**  
**General Sales Manager**

Direct: 781-261-5006

Cell: 781-789-5116

Fax: 781-871-2339

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



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

## Get the all-purpose vehicle whose sole purpose is exhilaration.

The Cayenne is born and bred to do what every Porsche does thrill. And with relentless horsepower and precision handling, it more than lives up to its name. The Cayenne also, however, satisfies the practical side with generous cargo space and ample seating room. Visit our showroom, where you'll see how it all comes together to give you the thrill only a Porsche can deliver. Porsche. There is no substitute.

### Experience all the thrills of the Cayenne.

#### **Porsche Norwell**

75 Pond St.  
Norwell MA 02061  
(877) PORSCHE  
[www.norwell.porschedealer.com](http://www.norwell.porschedealer.com)



**PORSCHE**



## Driver's Education

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

If you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and learning to take full advantage of its capabilities, we invite you to get a head start on our 2016 track season by attending NER's Driver Education Ground School on a TBD Sunday in February. 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

TBD February 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 will be available through Club Registration starting the first week of January. If you are a first-time visitor to Club Registration please take the time 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 "By Category" 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.porschenet.com](http://www.porschenet.com)



# 2016 NOR'EASTER

It's that time of year again! Time to renew your subscription to THE NOR'EASTER. Three time winner of the Heinmiller Newsletter Award, PCA's award for BEST region newsletter, THE NOR'EASTER is a must for every Northeast Region member who wants to keep informed of what's happening in the region. With an annual subscription fee of only \$15 for 12 issues, THE NOR'EASTER is a terrific value. Here's only a sample of what your \$15 buys you:



**The New England Ramble**

**PorscheFest Concours d'Elegance**

**Guest Speakers**

**Event Highlights and Photos**

**Tours & Rallies**

**Social Events Dinners**

**Monthly Meetings**

**Zone One Event Info and Registration Forms**

**Tech Tactics**  
Zone 1 Concours/Rally  
48 Hour of Watkins Glen  
Zone 1 Autocross

**Tech Inspectors for DE Events**

**Car Care Tips and Advice from the Experts**

**Services and Supplies by our Independent Sponsors and Porsche Dealers**

**News from Porsche Cars NA and Porsche AG**

**Articles and Technical Info and Maintenance Guidelines**

**Tech Session Announcements**

**Autocross Event Info**

**Monthly Columns by Regular Contributors**

**Drivers Ed Event Info and Registration**  
Watkins Glen  
Mont Tremblant  
Calabogie  
NHS

**ONLY \$15**

Contact **Adrienne Ross**, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - [aross@porschenet.com](mailto:aross@porschenet.com)  
For information on mailing issues, including change of address, contact **Steve James** at (978) 266-1725

To insure you won't miss any events subscribe for 2016 today. This year we made it even easier by adding subscription renewals at [motorsportreg.com](http://motorsportreg.com). Here are the simple steps:

1. Go to [pcaner.motorsportreg.com](http://pcaner.motorsportreg.com)
2. Log-in to your account or set-up a new account.
3. Find and select "2016 Nor'easter Subscription"
4. Verify your mailing address
5. Make your \$ 15.00 payment
6. Look for your confirmation E-mail.

\* 2016 Subscriptions renewals close on February 15th 2016  
\* New PCA/NER members receive a complementary issue for the first year and need to renew to continue receiving the magazine.  
\* For mail in renewals please send a \$ 15.00 check payable to PCA/NER to the membership chair Steven James; 31 Old Village Road, Acton, MA 01720. Enclose payment, a clearly written mailing address and a reference that you want to receive the Nor'easter in 2016.

# Paul Russell

February 20th 10:00AM



On 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)





## **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 "I", "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 Top Notch

'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(\*).

Some of you may have noticed an event scheduled for last October 3 inviting you to learn the off road capabilities of your Porsche at Overland Experts (OEX) in East Haddam, CT ([www.overlandexperts.com](http://www.overlandexperts.com)). I contacted Erik Eisensmith, the Director of Training a week before the event and learned I was the only one to inquire. He graciously invited me down with my new Cayenne Diesel and offered to give me and a friend a private session in my car and theirs, and in return I promised to write about the experience and spread the word about this fantastic experience.

For many years I have attended primarily HPDE events with PCA, BMWCCA and others. Although many would say I still drive rather slowly, generally I enjoyed the high

speed aspect of these driving events. This was an entirely different event, with the average traveling speed staying south of 5 mph. However the similarities between the OEX training and the racetrack instruction I give were remarkable.

Our day started driving about 90 minutes south of Boston meeting Erik and Don Gerlach, our instructors for the day, at the Hadlyme Country Store. Point of information - the only restroom facilities were an outhouse by the ferry, and porta-potties at OEX. We ordered our lunch, had a cup of coffee, and followed them in my Cayenne as they turned off a perfectly good road directly onto a path into the woods. The OEX Connecticut facility is "over

2000 acres, with varying terrain including mud, rock, topsoil, clay, water, and glacial sand deposit". About 2 inches of rain the day before emphasized the mud and water. The classroom is a cabin filled with demonstration parts from full differentials and driveshafts, to suspensions and wheels and tires. Erik spent about an hour describing how the mechanical and electronic systems in the vehicle would help and hinder our ability to successfully navigate off road challenges. The curriculum was well organized and covered differential, suspension, transmission, momentum and tire pressure. Over 15 years of practice clearly showed in the way he clarified these topics for me and my novice driver guest.

We then moved outside to evaluate the

## Off Road in Your Porsche - or What a Cayenne Can NOT do!



Our ride for the day, with Don Gerlach

Copy and photos by Steve Bader



Erik demonstrating the correct way to negotiate a hill



The Land Cruiser drops a rear wheel to stay in contact and maintain traction



*The Cayenne can climb a steep hill*



*Getting sideways*



*Downhill we fly*



*Over the river and through the woods*

systems on my new Cayenne and contrast them with their main teaching vehicle - a 1989 Toyota Land Cruiser 75. Once Don stopped laughing at my off road Cayenne, we tested the various transmission and differential settings, and quickly determined that my best bet for an off road adventure was something like the 1/4 mile well maintained dirt road to my Berkshire home.

We completed several exercises during the 5 hour day, with a break for lunch back at the cabin. The first stop was the training pit where we tested the Cayenne's ability to climb a sand hill with one wheel. The climbing angle and height was pretty low before failure due to lost traction on the downhill wheel. Independent four wheel suspension allows for great high speed handling, but was useless in crossing small obstacles. No electronic settings allowed an actual shift in power to a useful wheel. A hill climb

was next, and here the Cayenne performed well. We had to pass on the log crossing due to the very minimal ground clearance and wheel travel of the stock Cayenne. The Land Cruiser with beam suspension and massive suspension travel made easy work of the practice exercises. My novice co-driver found the clear instructions and the hands on demonstrations easy to follow. I also had no real off road experience prior to this and found the things we could accomplish pretty amazing.

Cresting a blind hill going both up and down was a blast, and simulating a 'failed' hill climb by letting the car coast backwards without braking until we bounced to the flat bottom got my stomach up near my throat.

Once we mastered the practice it was time to head out into the woods. We took turns with the instructors in and out of the Toyota around a large loop start-

ing with a lateral incline, moving to crossing a deep gorge, and then up and down an obstacle course with large boulders, fallen trees, massive holes and steep uphill and downhill sections. Watching the vehicle tilt and bob from outside was as instructive as driving. One of us would serve as a spotter in the tight technical sections to guide the driver to the spot with the best place to put the wheels.

OEX provides training for military, law enforcement, and civilian drivers. They also run domestic and international expeditions providing support, vehicles and arrangements. They have facilities in California, Virginia and North Carolina. Their experience and professionalism was extraordinary. This was a day well spent learning about a whole new world of driving - at a half mile per hour. It was every bit as exciting as 150 up the eses at Watkins Glen. When you see it on the schedule next year - SIGN UP! You won't be disappointed.



DAYTONA



LED  
Ma

*My introduction to the 31° banking*

**M**y last article in the Nor'Easter was in praise of the wonderful Northeast PCA members who bailed me out when my 2006 Cayman S engine died during a DE at Lime Rock last July. I concluded by reporting that I had decided to have BGB Motorsports in Ormond Beach, FL install a 997.2 3.8L engine into my Gen One Cayman S (so much for any stealth pretensions at the track next year), and ending by writing "If all goes well, I'll have the car back in time for an event or two this fall."

At the time I wrote that last sentence in August, my expectation was to pick up the car in late September, drive back to Hingham, and squeeze in an event at NHMS and some open lapping at Palmer before storing the car for winter. Perhaps that was naively optimistic given that marrying the 997.2 engine to a 987.1 chassis was going to be a bit of an R&D project, but that was my "Plan A" nonetheless.

I won't bore you with all the details (I'll leave that for another article about the engine swap), but when it turned out that some parts we were originally told were in a U.S. warehouse had to come from Germany, the completion date slipped a little. With the end of Septem-

ber approaching, it was unlikely that I was going to make it back home in time for the open lapping day at Palmer on October 16th. Finally resigning myself to this fact, I wistfully mused over the phone with John Tecce at BGB that maybe I should just wait until December and run Daytona (which is just down the street from Ormond Beach) in the event they were organizing for Cayman GT4 owners. Always earnest, John said there was no need to wait until December since there was a PCA Zone 12 Advanced Solo DE and Club Race event scheduled for the Speedway on October 23rd - 25th, and there would be plenty of track time to sort out my engine swap. The seed was planted, and thanks to the cooperation of a couple of my consulting clients, I was able to clear my calendar for the event.

When I arrived at the Daytona Beach airport, Miguel from BGB met me, appropriately enough, in a 2014 Cayman S. Our first stop was their shop for a reunion with my baby. When I arrived, they were still working on getting all the new Gen 2 electrical components to communicate with the remaining Gen 1 stuff. Nevertheless, they said, "Do you want to hear her run?" They turned the key and nothing happened! Before panic set in, I mentioned that my bat-

tery was about 6 years old and the car had been sitting for nearly 3 months. They connected a battery charger and tried again. After a couple of cranks the room was filled with the beautiful cacophony of Porsche mechanical music. Since I had arranged to do some business in South Florida, I was soon on my way with the assurance that the car would be ready to rock'n'roll at Daytona when the event began Friday morning, 2 days hence.

My Daytona experience actually began with registration on Thursday afternoon, a chalk talk by club and pro racer Cory Friedman (no relation that I'm aware of) from Autometrics, and then a track walk – or should I say tram ride narrated by Ron Zitza of Zotz Racing, another club and pro racer. Being on the track was when it really started to sink in that I would actually be driving the Daytona International Speedway the next morning, and I must admit that looking up the 31° embankment of the NASCAR oval was a little intimidating. We completed our track ride as night fell over the motorsports complex.

Bright and early Friday morning I was back at the track to meet up with the BGB Team and my Cayman. Their trailer arrived as the sun was rising, and after

# TURNING LEMONS INTO LEMONADE

## MY DAYTONA EXPERIENCE

Copy by Dennis Friedman, Photos by Dennis Friedman and AWOL Photo



*I had arrived*

going thru tech inspection, I returned to the garage to await my first foray out onto the track. Since this was an Advanced Solo event, we were allowed expanded passing zones, which meant just about everywhere with a point-by, except at the apex. One interesting twist was that once on the banked oval, we were instructed to use our right turn signal to allow others to pass, always on the high side. As you might imagine, closing speeds can be extreme as you come down off the high banking, and once I forgot and put my arm out to point a car by. At about 140 mph it felt like my arm was going to be ripped off. Fast learner that I am, I didn't try that again!

Since I was learning the track, and I had a new engine in the car, I took it pretty easy during the morning runs. That put a premium on patience and learning what I could from watching the line taken by the cars as I pointed them by. Having driven quite a few different tracks, you realize there's only so many truly different configurations, but there seem to be an infinite number of nuances to master after getting a feel for the line.

This was probably most obvious to me when driving the Bus Stop Chicane on the back straight between NASCAR 2 and 3. Yes, a configuration I first experienced autocrossing, and came to enjoy at Watkins Glen, was now a feature to experience at Daytona. To make things interesting, speeds approaching the Daytona Bus Stop are about 15-20 mph faster than at The Glen, you enter on the left rather than the right, and there's not much runoff or room to recover if you enter too fast or drop a tire off the asphalt. As is the case at The Glen, you're able to stay straight on the oval if you believe you're coming in too hot to successfully navigate the Bus Stop. If you find yourself in that situation (which I'm happy to report I did not), you need only come to a full stop before the exit of the Bus Stop, and then wait for the flagger to indicate it's safe to proceed onto NASCAR 3.

Of course, as you drive the line more consistently, everything happens a lot quicker and the track seems to change. A good example is the Turn 4 kink on the infield road course. The Turn 3 East Horseshoe is quite slow, about 40 mph as you approach the apex. As a result, I

was able to stay flat out into the Kink at maybe 80 mph without any concern on the way to the Turn 5 West Horseshoe. As my line improved, my Turn 3 exit speed increased and I was hitting 95-100 mph before the Kink, calling for a lot more attention and focus if I wanted to stay on the paved surface as I tracked out. And since it was only a short straight to Turn 5, setting up properly was more important than getting maximum speed approaching the turn.

By the end of Day 1, I was starting to feel pretty comfortable with the track and knew "roughly" what I wanted to do in each section. I could tell I was driving the line better as my speed was improving and I even got an occasional point-by — mostly from cars that had considerably less horsepower like 944's or older Carreras. I would spend the next 2 days attempting to consistently do what I knew I wanted to do.

By the end of the day I was pooped. Remember, I hadn't been on a track in over 3 months so my stamina wasn't at its peak, and it didn't help that it had been a mostly sunny day in the mid 80's. The one saving grace was that I had a garage and access to BGB's tent and trailer. The combination of lots of water and an occasional stint relaxing in the air conditioned trailer was a big help. Nevertheless, a long shower and short nap back at the hotel before dinner, felt awfully good.

On Day 2, I only took a couple of 30 minute runs in the morning which I used to work on executing what I knew I wanted to do. Things were starting to come together for me, and I was building up my nerve on the banking of the oval in NASCAR 3 and 4 and then coming down to the Start/Finish line. During my second run I decided to keep my foot into it progressively longer, to the point that I was passing cars on the high side of the banking as I accelerated thru the tri-oval. The car was pulling strongly in 5th gear, and finally I decided I was ready to take her to 6th. As I crossed the Start/Finish line my digital speedometer read 159 mph. Oh, I suppose I should mention that you need to brake to about 50 mph entering Turn 1 of the infield road course, so I was heel and toeing to beat the band (thank you Jerry Pellegrino for hounding me about the need to heel and toe)

from 6th to 5th to 4th and finally to 3rd before turning in. I must admit that it wasn't my most artful entry into Turn 1 but it was quite an adrenaline rush!

After my morning runs, John and Kyle from BGB hooked up their computer to my OBDII port to see what the car had to tell us. There were no major faults to address but there was some work to do regarding some of the Gen 1 to Gen 2 interfaces to get the car running at peak performance. Thankfully, my tires, brake pads, and rotors were holding up just fine so the spares we had just-in-case proved not to be needed. While the BGB boys were working their magic on the car, I took some time out to wander the around paddock and watch the Club Races scheduled for most of the afternoon. The pace car was a Macan Turbo from Brumos Porsche painted in their iconic red/white/blue livery with "59" on both sides.

I must say that as an arrive & drive kind of guy who runs on street tires (Bridgestone RE-11's) and typically doesn't have a garage, I could get used to the pampering of having the BGB pit crew working with me. As you can see from the pictures, they kept my ride looking shiny and bright all day, had plenty of snacks and lunch available, and as I mentioned earlier, there was shade and air conditioning available when needed. Perhaps the

Photos:

1. *We started out on our track walk - via the tram*
2. *Getting the inside scoop from Ron Zitz*
3. *Night falls at Daytona as we finish our tram ride around the circuit*
4. *Sunrise at Daytona*
5. *Listening to what the diagnostics were telling us*
6. *Continuing to fine tune engine setup*
7. *A place to stay out of the sun for snacks and meals*
8. *All the air conditioned comforts of home in the BGB trailer*
9. *and the rest of the trailer*
10. *A GT4 was watching the action*
11. *Club racers staging for the race*
12. *Another GT4 that was running in the event*
13. *On the banking behind the Brumos Macan Turbo pace car*
14. *Approaching the Start/Finish in formation*
15. *Some action at Turn 5 in the infield*





16. Crossing Start/Finish
17. Getting the apex just about right
18. Staying left of the blend line coming out of the pits
19. Exiting the West Horseshoe and heading toward Turn 6
20. Entering Turn 6 before returning to the NASCAR oval
21. Yes, Daytona is the home of the Rolex 24
22. Approaching Turn 1 into the infield
23. I had a point-by, but I couldn't get it done before the corner
24. Leaving the Bus Stop and heading toward NASCAR 3
25. The front suspension is all loaded up
26. Tracking down a 911
27. This M3 was clearly in my sights
28. On the banking
29. Calmly awaiting the signal to head out to the track
30. Time to go have some fun
31. The end of another great session

coolest part occurred when I pulled into the pits at the end of each run. I looked for my black-shirted pit crew as I came in, they pointed me over to the inside pit wall, came over the wall and checked my tire pressures, asked about anything I may have noticed about the car, and then provided feedback on the session before I pulled back into the paddock.

As Day 3 rolled around I was feeling quite confident in both the way the car was performing and my knowledge of the track. I was looking forward to everything coming together for me, and the day pretty much worked out as I had hoped. I was able to get on the throttle coming out of the infield, and stay on the throttle a bit longer approaching the Bus Stop, reaching speeds in the mid 140's. One lap I saw a new GT4 closing on me in the straight between Turns 5 and 6 (the last 2 turns in the infield). I pointed him by early enough to enable a proper entry into Turn 6. Keeping my car right at its limit through this decreasing radius turn, I was back on the gas at the 2nd apex and in hot pursuit of the GT4. From that point to the Bus Stop I was able to hang with him, indicating to me that my transplanted engine was running well, and will

*continued page 42*



23



24



25



26



27



28



29



30



31



32

# NERPCA 2015 Gala

Photos by Robert Cohen











# The 2017 911 Turbo and 911 Turbo S







Copy and Photos by PCNA

**T**op model of the 911 range offers more power, fresh design, and enhanced features Porsche will be off to a powerful start in 2016 when the 2017 911 Turbo and 911 Turbo S make their world debut at the North American International Auto Show in Detroit in January. The top-of-the-line 911 models will be available in both coupe and convertible body styles and are equipped with engines offering 20 horsepower more than before, a sharper design, and enhanced features. The 3.8 liter twin-turbo six-cylinder engine powering the 911 Turbo now develops 540 hp. The increase in horsepower is achieved through modified intake ports in the cylinder heads, new fuel injectors, and higher fuel pressure. The 911 Turbo S now makes 580 hp thanks to new turbochargers with larger impeller. In addition to a higher maximum torque (553 lb.-ft. in overboost compared to 523 lb.-ft. on the Turbo), the

Turbo S also has a higher redline (7200 rpm instead of 7000). Porsche is still the only manufacturer to use turbochargers with variable turbine geometry in gasoline engines.

The engines now also have a dynamic boost function, which improves throttle response during spirited driving. It maintains the boost pressure during load changes – i.e. when the accelerator pedal is briefly released. This is achieved by interrupting fuel injection, while the throttle valve remains partially open. As a result, the engine responds to changing throttle applications with practically no delay. The effects of this function are particularly pronounced in the Sport and Sport Plus modes.

The powertrain enhancements take the performance of the 911 Turbo models to even higher levels than before. The 911 Turbo S Coupe accelerates from 0 to 60 miles per hour in 2.8 seconds, making it 0.1 seconds faster than its predecessor. Its top track speed of 205 miles per

hour has increased by 7 miles per hour. The 911 Turbo reaches 60 miles per hour from standstill in 2.9 seconds, and its top track speed is 198 miles per hour – 2 miles per hour faster than the previous model. In spite of this increased performance, further advanced electronic engine and transmission management with revised gear change mappings reduce fuel consumption. EPA fuel consumption ratings will be available at a later date.

A standard feature on all Turbo models: Sport Chrono Package with mode switch and Sport Response button. The Sport Chrono Package is now a standard feature on all 911 Turbo models. This includes the new GT sport steering wheel in 918 Spyder design measuring 360 mm or 14.1 inches in diameter and is equipped with a mode switch. It consists of a rotary ring with stepped positions that can be used to select one of the four drivetrain modes Normal, Sport, Sport Plus, or Individual.



The Individual setting lets the driver configure and store her or his preferred vehicle setup, including PDK shift strategy, throttle response and damper control. Another new feature of the Sport Chrono Package is the Sport Response button. When the black button located in the center of the mode switch is pressed, it preconditions the engine and transmission for the best possible responsiveness. In this state, the vehicle can produce optimal acceleration for up to 20 seconds.

The Porsche Stability Management (PSM) system in the 911 Turbo models now features a new PSM Sport Mode. When the PSM button on the center console is pressed once, PSM Sport Mode is activated. This new mode shifts the PSM's intervention to a higher threshold than was the case in Sport Plus mode on the previous model. PSM Sport Mode allows the driver to approach the limits of the car more closely, for example on a closed course. However, PSM still remains active to help the driver maintain vehicle stability. True to the Porsche philosophy of giving the driver the option of full vehicle control, a long press of the PSM button completely deactivates the system.

A full set of driving dynamic features The chassis of the new 911 Turbo models with PASM as standard now offers an even greater spread between performance and comfort. In addition, the 911 Turbo S offers a full array of standard equipment for peak performance: the active roll stabilization program PDCC is standard on the S model as is the Porsche Composite Ceramic Brake (PCCB) system. New options for all 911 Turbo models include radar-based lane change assist and a lift system for the front axle that can be used to increase ground clearance by 40 mm or 1.5 inches measured at the front spoiler lip. Sport Chrono Package, Park Assist front and rear including reversing camera, and LED headlights with the Porsche Dynamic Light System (PDLS) are now standard on all 911 Turbo models. In addition to higher performance, the Turbo S models offer an even more extensive range of standard equipment than the Turbo variants, including 18-way Adaptive Sport Seats Plus with seat backrests in leather, a two-tone leather interior,

LED headlights with PDLs+, Sport Design exterior mirrors, and Carbon Fiber interior trim.

Sharper design with new characteristics Naturally, the new generation of 911 Turbo adopts significant design characteristics of the 2017 911 Carrera models, supplemented by typical 911 Turbo special features. The redesigned front end with side air blades and narrow LED front lights with double fillets promote the width of the car, as does the additional fin in the central air intake. All models are also fitted with new 20-inch wheels. The center lock wheels on the 911 Turbo S feature seven instead of ten double spokes. Measuring 9 J x 20 at the front and 11.5 J x 20 at the rear, the new wheels of the 911 Turbo models are each half an inch wider, equaling those of the 911 Turbo S in size. Just like on the 911 Carrera models, new door handles without recess covers give the car a sleeker look. The rear fascia was also thoroughly reworked. Three-dimensional rear lights with their four-point brake lights and aura-like illumination, familiar from the 911 Carrera series, catch the eye. The new models also feature redesigned dual tailpipes and exhaust tips. As before, the Turbo S can be distinguished by stainless steel exhaust tips in black chrome, while the Turbo is fitted with those in high gloss chrome. The new rear decklid grill now features three parts: the right and left sections have longitudinal vent vanes, and the middle cover is separated to optimize air induction for the engine.

New Porsche Communication Management with online navigation

As in all 2017 911 variants, the newly developed infotainment system, PCM with navigation, is standard. This system features a 7-inch multi-touch monitor with high-quality glass surface, which is perfectly integrated into the center console and offers numerous new and extended connectivity functions thanks to the standard Connect Plus module. Navigation can also access the latest online traffic information in real time (Google® StreetView). Routes

and destinations can be visualized with 360-degree images and satellite images (Google® Earth). In addition, the system can now process handwritten inputs. Moreover, compatible cell phones and smartphones can now be integrated more quickly, easily and comprehensively than before via Wi-Fi, Bluetooth, or cable. Select vehicle functions can now be controlled remotely as well. As in the previous models, the 555 watt Bose sound system with 12 loudspeakers, an active subwoofer and center speaker is offered as standard; an 821 watt Burmester system with 12 loudspeakers and a 300 watt active subwoofer can be ordered as an option.

Market launch and prices

In the United States, the new generation of Porsche 911 Turbo will reach dealers in April 2016. Base MSRP is as follows, not including the destination charge:

911 Turbo	\$ 159,200
911 Turbo Cabriolet	\$ 171,500
911 Turbo S	\$ 188,100
911 Turbo S Cabriolet	\$ 200,400

## STUTTGART NORTHEAST, INC.



**SERVICE FOR PORSCHE & MERCEDES BENZ**  
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

**Jim Mallette**  
Owner - Technician  
978-777-3077  
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net  
507 Maple Street  
Route 62  
Danvers, MA 01923



# South Shore Autoworks



IMS Bearings • Maintenance  
Engine Rebuilds • Loaner Cars



Ask for Justin Becker, our Porsche Specialist

26 Marion Dr. Kingston, Ma  
781-585-5587

[www.southshoreautoworks.com](http://www.southshoreautoworks.com)  
[justin@southshoreautoworks.com](mailto:justin@southshoreautoworks.com)

**Four Speeds and Drum Brakes -**

*continued from page 9*

the side mirror where a piece of bondo had chipped off. Not a good sign. I opened the front hood and the news got worse, a lot worse.

The one part that I had been told to inspect closely was the radiator support, as they were a single piece with no large holes, only common to tii's. A regular 2002 had the same support except there was a 3" diameter hole on one side to allow the air cleaner that was on the right side to draw in outside air. The air cleaner on a tii is on the left side and there are no holes in the cross piece. Since the tii was a low production car back in the day BMW only made the cross piece for the standard car. They figured that in the event of a front end collision the standard part would work just fine. It would work but it would also sound the alarm that the car has been hit and hit hard. There in the support was a large hole, and so with that caution flag waving I started looking closer at the front of the car behind the grill. There I could see the work of what looked like a high school welding class effort to put a new nose on the car. One side looked smooth but the thickness of the pieces told me that somewhat less than half of it was actually metal. The shop that had done the bodywork

must have bought body filler in 55 gallon drums. This wasn't one car, this was two cars welded together to make one.

I'm not sure if the fellow who had inspected the car before me had noticed the problem. My sense was that he didn't because it would have taken a lot more than the discount he was seeking to fix what this tii needed.

I didn't feel that I wanted to get involved in reselling a car that been hit hard enough to need it's nose replaced, so I just showed the seller the questionable parts in the car and declined. He showed surprise but as we talked it over and looked in the barn at the other three early BMW's, I had the feeling that he knew a lot more about these cars than I did and that's never a good feeling.

While I certainly appreciated the tutorial from my client that saved my bacon, I think the better lesson was to just stick with cars that I know about and not drift into other marques. My focus is pretty narrow but certainly enough to keep me busy looking. There is still that Speedster in VT from the garage owner that helped me get the Puddle Jumper back on the road in 2014 that I have to go track down. Stay tuned.

KTF

**Daytona- continued from page 29**

only get stronger once it is fully broken in.

My final objective on the last day was to run higher on the banking when possible. That included during the cool down lap at the end of each session, when I was pointed by, or when I was sure that no one needed to get by me. Yes, I know the lower line is shorter and typically faster, but I wanted to feel what it was like to be at the top of that 31° banking. The feeling of running on what feels like your side is quite extraordinary. As you come down from NASCAR 4 into the much lower banking in the tri-oval, you can find the groove where the car practically steers itself – kind of an eerie feeling at 140+ mph.

It's been about 6 weeks since my Daytona sojourn, and I'm still basking in the afterglow of having the unexpected pleasure of driving at this legendary venue. Frankly, my preference would still be to drive a challenging road course like Watkins Glen, Mont Tremblant, or Mid-Ohio. But a visit to Daytona International Speedway is a unique experience to be savored, so put it on your bucket list. Since my car is wintering in Florida, I may be able to tick one more box on my driving wish list by getting to Sebring – a sure antidote for the withdrawal pangs that afflict us New England track rats every winter.

Dennis can be reached at [dfried@chesapeakegroup.us](mailto:dfried@chesapeakegroup.us)



# Assabet Advisors LLC

**Customized Investment Solutions Since 2003**

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

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

**Wayne M. Ushman, CFA - Managing Director      Robert E. Jacobsen - Director/ CCO**

425 Canal Street  
South Lawrence, MA

**Kachel Motor Company**

(617) 759 8973  
www.kmcauto.com

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



88 Carrera, 3.6l stroker, fresh g50, 79k miles, GP white with burgandy \$46995



09 911 Carrera S, PDK, Porsche racing green, 35k miles, Bose! \$48995



08 911 Targa 4S, 6sp, 21k, Navi, sport seats, Silver/Gray bi-xenon \$57995



08 Carrera S, 6sp, 43k, Meteor gray over terracotta, navi, Bose, \$48995

Call Jason at 617-676-7000  
Kachel Motor Co. Inc.  
425 Canal St.  
Lawrence, MA 01840



## THE LAST OF THE 2014s!

With only five no- or low-mileage 2014s left in stock, don't miss this rare opportunity!

---

### 2014 PORSCHE CAYMAN

Amaranth/Black

MSRP \$68,900

**BUY FOR \$52,900**

### 2014 PORSCHE CARRERA 4 CABRIOLET

Silver/Black

MSRP \$122,625

**BUY FOR \$99,990**

### 2014 PORSCHE PANAMERA 4

Gray/Black

MSRP \$93,240

**BUY FOR \$81,900**

### 2014 PORSCHE PANAMERA

Black/Marsala

MSRP \$176,330

**BUY FOR \$124,900**

### 2014 PORSCHE PANAMERA HYBRID

Carbon/Black

MSRP \$110,640

**BUY FOR \$82,900**

---

Porsche Norwell



Porsche Norwell  
75 Pond Street  
Norwell, MA 02061  
(877) PORSCHE  
norwell.porschedealer.com

It takes a Village...Village Automotive Group.

---

**1972 914 rear valance.** No dents. I have had this since 1976 and I am tired of moving it around. Pics available, located on the Cape but delivery possible. \$100 Wayne 508-619-7247 (9/15)

**Boxster twist wheels** set of 4, 17X7 and 17X9, 996-362-124-00 and 996-362-128-00. Pirelli P-Zero on the front rims, Bridgestone RE-760 Potenza on the rears. Will fit Boxsters, 996, and 993. 55 offset. These rims would be a great 2nd set of rims and tires for autocross or winter. \$600 Wayne 508-619-7247(9/15)

**Acari Racing 19's for 996 or 997. 19x8.5/19x10** Acari Racing forged one-piece wheels by Aluminum Precision Products. These were custom made for a 2001 Porsche 911 C2 at the cost of \$900/wheel. They are super light weight aluminum wheels. Tires are Michelin Pilot Sport up front, Advan Neova AD08 rear - tires are worth about \$400 each. Rear driver side has a dented rim that needs repair or replacement. . I will dismount the tires if you want to make an offer for the wheels without tires. - \$2,000 Wayne 508-619-7247(9/15)

**944 Workshop Repair Manuals** \$200. Wayne 508-619-7247(9/15)

**Advertising Guidelines**

Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve for publication all advertising submitted.

**Marketplace Guidelines**

Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines.

Ads can be emailed to: [aross@porschenet.com](mailto:aross@porschenet.com).

**Real Advice.  
Real Results.**

When you are really ready to buy or sell, I'm available to make it really happen.

**Specializing In:**

- Back Bay
- Bay Village
- Beacon Hill
- Brookline
- Charlestown
- Leather District
- Midtown
- North End
- Seaport
- South End

Search all MLS listings at [robbscohen.com](http://robbscohen.com)



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

**ENGEL & VÖLKERS**  
ROBB COHEN TEAM

©2014 Engel & Völkers. All rights reserved. Each brokerage independently owned and operated. Engel & Völkers and its independent License Partners are Equal Opportunity Employers and fully support the principles of the Fair Housing Act.



**Elite Auto Repair, Inc.**  
1587 Post Road  
Warwick, RI 02888  
[eliteautori.com](http://eliteautori.com)  
[info@eliteautori.com](mailto:info@eliteautori.com)  
401-736-8942

**Your Porsche Specialist**  
RI's only preferred installer of the  
LN Engineering IMS Retrofit Kits for Porsche  
[lnengineering.com/installers.html](http://lnengineering.com/installers.html)

*Building Relationships for the road ahead*

# New Members

## NER Board of Directors

### President

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

### Vice President - Administrative

Steve Ross  
49 Village Brook Lane, Natick, MA 01760-0247  
(508) 653-1695; admin@PorscheNet.com

### Vice President - Activities

Bill Seymour  
28 Saddlebrook Rd., Sherborn, MA 01770  
(508) 650-0720; activities@PorscheNet.com

### Treasurer

Bob Cohen  
110 Harvard Rd., Bolton, MA 01740-1023  
(978) 779-2226; treasurer@PorscheNet.com

### Secretary

Alan Donkin  
36 Lowell Dr., Stow, MA 01775  
secretary@PorscheNet.com

### Membership

Steve James  
31 Old Village Rd, Acton MA 01720  
(978) 266-1725; membership@PorscheNet.com

### NOR'EASTER Editor

Adrienne Ross  
781-249-5091, aross@PorscheNet.com

### Past President

Kristin Larson  
1 Wheelwright Ln, Acton MA 01720  
978-302-3634; pastpresident@PorscheNet.com

## Committee Chairs

### Chair - Autocross

Bill Seymour  
AutoCrossChair@PorscheNet.com

### Chair - Concours d'Elegance

Steve Ross  
49 Village Brook Lane, Natick, MA 01760  
508-653-1695; admin@PorscheNet.com

### Registration - Autocross

Dave Berman  
1 Wheelwright Ln, Acton MA 01720  
781-223-4119; Dh\_berman@yahoo.com

### Chair -Driver Education

Stan Corbett  
21 Elm St., North Grafton, MA 01536  
774-275-1621; trackchair@porschenet.com

### Registration - Driver Education

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

### DE Tech

Chip Wood  
Chip52859@comcast.net

### Chief Driving Instructor - Driver Education

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

### Instructor Development - Driver Education

TBD

### Zone 1 Representative

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

ANDRES ESCALLON  
WELLESLEY MA  
2012 911 CARRERA S

RICHARD FLEMING  
MASHPEE MA  
1991 911 TURBO

JOHN GARNER  
BARNSTABLE MA  
2014 CAYMAN

JONATHON GLAZEBROOK  
ARLINGTON MA  
2005 911 CARRERA S

STUART HOLBROOK  
WELLESLEY MA  
2016 911 CARRERA

VINCENT MAIOLINO  
FORESTDALE MA  
1987 911 CARRERA

LOUIS MARINELLO  
DANVERS MA  
2003 CARRERA

SHAWN MULHERN  
TAUNTON MA  
2004 911 CARRERA

CHRIS SHAW  
FRAMINGHAM MA  
2015 911 TURBO

DAVID VARSANO  
MARBLEHEAD MA  
1983 911 SC

JAMES VOLKER  
DANVERS MA  
2014 CAYMAN

LEE WAREHAM  
PLYMOUTH MA  
1999 BOXSTER



## PRECISION AND PERFORMANCE DEFINE YOUR PORSCHE- AND OUR SERVICE TEAM.

Your Porsche is designed to meet and exceed all of your expectations. You can expect the same level of excellence from *Eurotech Advanced Automotive*. Our goal is simple - to provide you with a premium level of service so you get the most from your Porsche. When you bring your Porsche to *Eurotech Advanced Automotive* for service, you'll know exactly what to expect. **Expect Excellence.**

### EVERYTHING TO KEEP YOU IN FRONT OF THE PACK AND WINNING

- Factory Computerized Diagnostics
- Maintenance Service & Repairs
- Wheel & Tire Service
- Dynapack Dyno Services
- Corner Balance
- Four Wheel Alignment
- Custom Fabrication



**EUROTECH**   
ADVANCED AUTOMOTIVE

w w w . e u r o t e c h r a c e c a r s . c o m

14 Grant Street | Framingham, MA 01702 | phone. 508.879.9911 | fax. 508.879.9119

The NOR'EASTER  
c/o Adrienne Ross  
17 Karal Dr.  
Framingham, MA 01701

Periodicals Postage Paid At  
Framingham, MA 01701  
and Additional Offices

To:

*Time Sensitive! Do Not Delay*

# What Becomes a Legend Most?



## LEGENDARY SERVICE AT A LEGENDARY LOCATION.

SINCE 1956, Auto Engineering in Lexington, Massachusetts has been known for the service and sales of legendary German cars. Today, eight years after acquiring the business, we continue this tradition here in Lexington.

This fall whether you put your Porsche up for the winter or drive it all year round we are offering a no cost vehicle check over for all Porsche owners. While you're here, you can talk to Justin Becker, our Porsche

trained master tech about general service needs or high performance upgrades...all for free.

We think you'll find our convenient location, free loaners and very economical prices a perfect fit for these times and your legendary car.

*Special Thanks to all of the PCA members who showed up at our open house!  
We look forward to seeing you here again.*

AUTO ENGINEERING OF LEXINGTON  
436 MARRETT RD. LEXINGTON, MA  
781.676.7700  
WWW.AUTOENGINEERING.COM



EXPERT, ETHICAL, ECONOMICAL  
SERVICE AND REPAIR FOR  
PORSCHÉ • MERCEDES  
BMW • AUDI • VW