



THE NOR'EASTER

JULY 2016 JULY 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



Spring, I am happy to report, is just around the corner...

Now for most folks, that is a bit of a cliché; a lovely sentiment at most. Spring for many represents an optimism that seems to bloom like so many crocuses in your garden.

After all, Vivaldi composed of it, Monet painted it, heck, robins sing to it.

Now, contrary to most, I think the key part of the introductory sentence has nearly nothing to do with “spring” at all. I would contend that is the second half of that sentence that is largely responsible for making the majority of us smile. So, based on that, perhaps a re-write is in order....

Spring, I am happy to report, ***is just around the corner...***

Whether you enjoy the off ramp for exit 22 through the tunnel to Copley Square, or the fast left hander at Watkins Glen, the staff at EPE would like to help ensure the most consistent corners are the ones turning “up” at the edges of your smile.

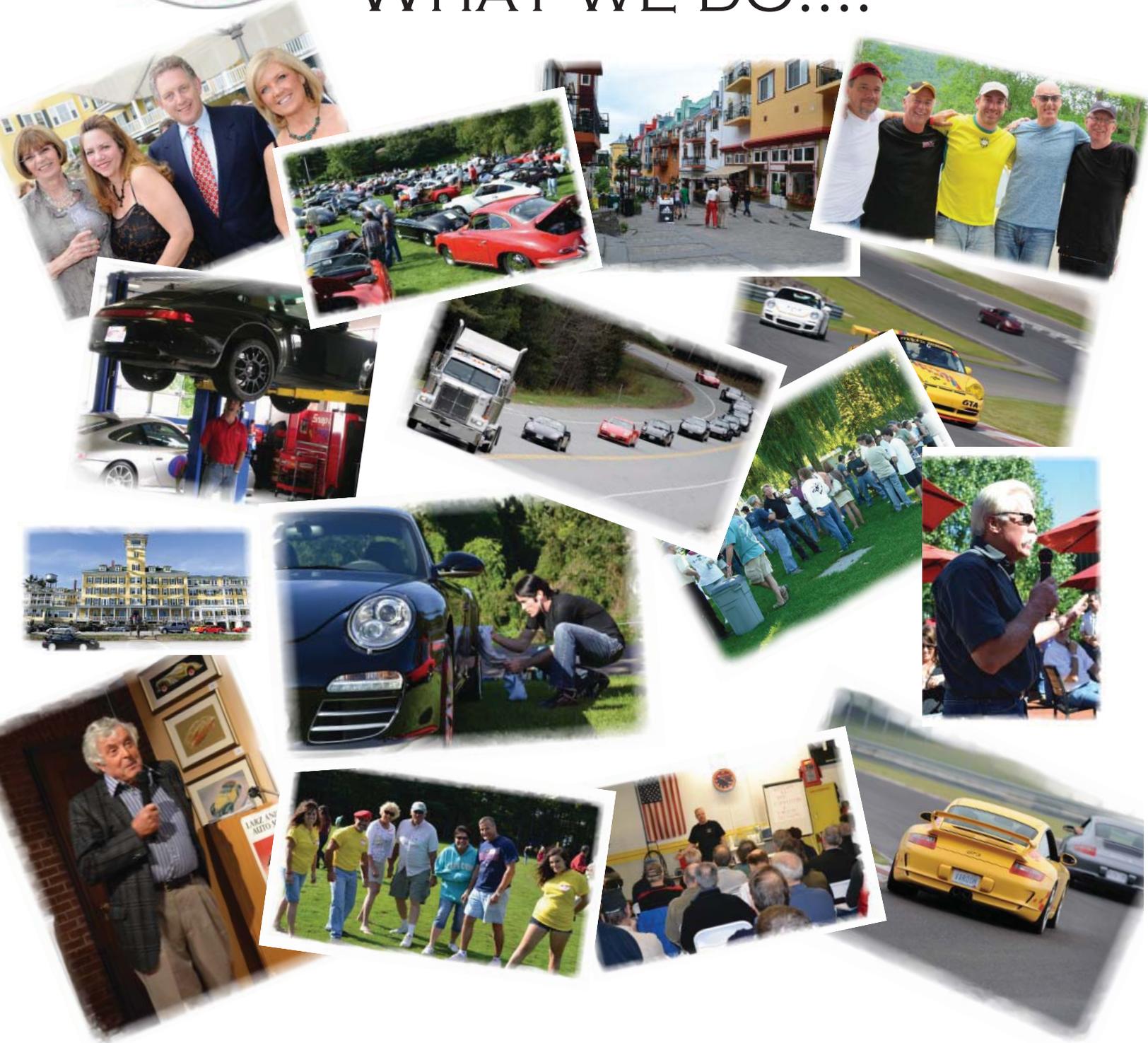


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PORSCHE



WHAT WE DO....



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Richard Viard

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On the Edge

of Fun



Adrienne Ross

Last fall, over Columbus Day weekend, I put out 51 bags of yard waste, in 3 days, all by myself. My neighbor across the street, Bob, said to his buddies hanging out with him that Monday "There's no quit in her."

I took it as a compliment, thanks Bob!

So in the spirit of not quitting, I gave the bike another chance.

"The guys want to do a run on Saturday, do you want to go?" Chris asked me hopefully.

No.

"Maybe, where are they going?" I hedged.

"Arundel, Maine."

So in the spirit of not quitting, I gave the bike another chance.

Hell no.

"Well I have the block party." I remembered.

My block still has a block party. I've lived here for 3 years, know at least 20 of my neighbors by name, and LOVE my neighborhood. We skipped the party the first summer I lived here because we couldn't get it organized. And last year I missed it for a Lamborghini event, so I REALLY wanted to go to this one.

"Hmmm," he paused, "maybe we could do both. We'll just do the run up, and skip lunch, and come back.

"Let's talk about it later this week." I stalled.

This is Chris's thing, and everyone should have a thing. I'd like him to come to my car things with me, and hang out in MY social circles. The PCA means the world to me, the very least I can do for him is to try his thing right? I mean really try it?

Arundel was 80 miles from our starting point, Boston Harley Davidson in Revere, and it turned out they were going to go up Rt. 1. It got a little better in my mind. It wasn't 4 lanes of chaotic hell. It was 2 lanes and a group. My gang... Club, club it's a club. Later in the week, I'd done the math, and came up with a compromise.

"Maybe we could go up and have lunch

with them, and be back at like 4-4:30? That wouldn't be too late for the party," (that started at 3:00 PM), "Then you can hang out with your friends, and bond a little bit."

Sure, sure, that'll work, right?

Sure....

I bought a new motorcycle helmet (full face) and met Chris at 9:45 AM at Boston Harley. I wore my colors (vest) over a tank top, because I wanted to look very cool. But I also brought SPF 50 sunscreen, not cool, but not cancer. I slathered it on before the rest got there.

At 10 the others arrived, we meted, we greeted, and then something completely unexpected happened.

We had a driver's meeting.

It was so cool! Standing in the parking lot, the 5 drivers, and 2 passengers (me and Dawn) talked about formation, control, what to do if something went wrong, what order we'd go in, and no "hot dogging."

I looked at Chris, "huh, I feel right at home."

He laughed, and we got on the bike.

Arundel, ME, 80 miles up a 55 MPH highway, no sweat. An hour and a half, I can do that on the bike, right?

Well, kind of.

We stopped once in New Hampshire at a Harley dealership for a bio break, and sunscreen touch ups. So civilized!

But after that it just kept going! Without access to my phone, I had no idea where we were, or how long we had to go. Around noon I ingeniously pulled up a map on my Apple Watch, and told it I wanted to go to Arundel, ME. "You will arrive at 1:30 PM."

ONE FREAKING THIRTY!!!

I've been on this bike for 2 hours! Seriously?

I tried to let go. Enjoy the ride. What the hell, I was here now right? Riding with my ga... club.

Inevitably, we arrived at a place called Bentley's Saloon.

On any given Saturday, I imagine there's 100, maybe 200 bikers hang-

ing out at Bentley's. It's a big bar, lots of outdoor space, wood paneling, a courtyard for BBQs and music. A great destination, if it wasn't Bike Week at Laconia, and if this place wasn't literally "world famous."

We pulled into the parking lot, and I'm not kidding, there had to be 5000 bikes there. It was complete chaos. We were almost lined up down Rt. 1 to get in. People were streaming in, us included.

Holy Cow!

I thought we'd arrived at some outdoor festival. People were shoulder to shoulder as far as the eye could see. There were vendors for beer, food, and shopping. The atmosphere was fun, easy going, but crowded.

We parked the bikes under direction from attendants, and dismounted, saddle sore and stiff.

We circled up, and our tour leader Charlie sheepishly admitted to not knowing it would be this crowded. We agreed to hang out for a little bit, and then move on down the road to a lighthouse, where he

continued on page 48

In This Issue...

Welcome!

Whew! July already, and NER has been on a roll. So many things to do, and places to be.

We've heard from quite a few folks, and a dog this month, with tales to tell about their summer adventures.

Check out the stories about the Ramble, the Spring Tour, the adventures of Auto Cross, and even a trip to the Parade!

So many cool things to see and do! Please join us out there somewhere!

Enjoy the Issue!

One Track Mind

From the President... and CI



Dick Anderson

Never was there a better example of family participation in NER events than at our June Palmer Motorsports DE. To name just a few, the Schindler clan - Steve, Mary, and sons Dennis and David, John Dunkle and son John Jr, Charlie Kenney and his son Drew, brothers Nick (who flew in on a business trip from Taipei) and Peter Palumbo and a buddy from Germany, Bob Whitehead and son Kyle, Nick Shanny and son Liam, Kristin Larson and Dave Berman, Brook Smith and Janet Stafford, Ann and daughter Sarah Anderson and the list goes on. I made a quick count of family

We are a family friendly club and my sincere hope is that we continue to see growth in family participation at all of our club activities...

members participating, whether they be husband and wife, kids, siblings, committed couples, or uncles and nephews. The total was 42 out of 147 participants, nearly 30 percent of the total. I've enjoyed watching the various family members progress through the DE ranks over the last decade. I've heard non-gearheads grumble about HPDE being a selfish non family activity, well I've got news for them. We are a family friendly club and my sincere hope is that we continue to see growth in family participation at all of our club activities, be they DE, Autocross, the Ramble or any of our strictly social activities!

We introduced our new charity, "Homes for Our Troops," during the Driver's Meeting at Palmer and it was received very positively. In an impromptu raffle of tickets to an IMSA race at Watkins Glen International over the 4th of July weekend, we raised over \$4,000 to benefit HFOT. Two very generous benefactors (who prefer to remain anonymous) donated \$1000 and \$2000 of that total respectively. We are very grateful to them and very proud to support our severely wounded veterans!

I've written about our Instructor Development program previously, but wanted to congratulate three new members of our instructor corps who we immediately put to work at Palmer. Kristin Larson, Norbert Martell and Bill Ayres - take a bow Lady and Gentlemen! These folks have been through a comprehensive training program aimed at honing our accomplished Black drivers into the best damn instructors in Zone 1, hell all of PCA for that matter. An ambitious plan, no doubt, but that's our goal. Every new instructor we graduate, means one more student we can accommodate into an event, or at least, lowers the number of instructors we ask to handle two students per event. We have a few instructor candidates in our "pipeline" now, but if you are a Black driver and have an interest in becoming an instructor, let Ann Anderson, John Dunkle, Stan Corbett or me know of your interest and we'll see about getting you on our "Watch List."

We're always looking for new tracks to add variety to our DE program and we're currently checking out a new one. It's in Canaan, NH and is around the size of NHMS. Stan, John and me from NER and John Lussier from NCR visited the track and met with their management in May and deemed it worth additional investigation. We're returning later this month (June) with a few of our instructors from both clubs to give it an active assessment, i.e., we're going to drive our cars on the track. While the track surface is complete, some of the amenities are not yet complete but should be by track season next year. I'll keep you posted.

Finally, most of you know that I wear "two hats" for NER. In addition to being Chief Instructor, I am also club President. So yes, I collect two salaries and the healthcare and pension plan is hard to beat. It's also hard to find, in fact, you can't find any of those perks I just bragged about because they are non-existent. We are a club of volunteers and

we welcome additional volunteers to help us keep it vital. There are opportunities to help almost everywhere - from assisting with tours, DE events, and autocross, to help with our annual dinner, or even becoming a board member. Anyone on the Board of Directors or heading up one of our functions (Track Chair, Autocross Chair, Ramblemeister, etc.) will be happy to chat with you about opportunities. Additionally, if you have suggestions on how we may improve anything we do please share them with me. You can reach me at: President@PorscheNet.com, ChiefInstructor@PorscheNet.com or DickAnderson114@gmail.com

See you next month . . .

Four Speeds & Drum Brakes

Finding Bargains



Tom Tate

Everybody loves a bargain. Folks will go to great lengths to save money. They will drive across town to save on the price of gas and cross borders to escape sales tax. As we used to say in the car business, it's not the deal you got, it's the deal you think you got. Even if the savings is pocket change, it's the victory of finding a "good deal" that really makes my day.

When it comes to playing with old cars, finding the right parts at the right price really floats my boat. Of course the internet really levels the playing field but even that resource has its limits. Sometimes you just get lucky.

***I'll pass along a few bargains,
feel free to reply with your own,
I'll put them in a future column.***

I'll pass along a few bargains, feel free to reply with your own, I'll put them in a future column.

The last few cars that rolled through the driveway have come in from warmer climates with the rubber falling off the wiper blades. With most being fair weather cars that don't get driven in the rain the need was still there, if for no other reason than to make them look good. Peeling off a portion of the old rubber so they lay flat like we used to do will not fly anymore.

Years ago it was possible to just buy the rubber insert and after spending some quality time at the kitchen table with a pair of pliers, have the old blades replaced. I remember even spraying the metal portion with a rattle can so that they looked like new. The blade manufactures finally woke up, or else the owners stopped replacing the rubber, and the rubber inserts stopped being sold about ten years ago. To get new wipers in was necessary to buy the entire wiper blade. The prices went from a couple of bucks to \$12-\$17 for each blade. And that was at an auto parts store. The Dealer prices were at least twice that figure. The

blow was softened somewhat because they were installed for free but it was cheaper to go out to dinner.

Always looking for a bargain, I went to Walmart last week to see if they were any cheaper than FLAPS (Foreign Local Auto Parts Store). As expected they had half an aisle filled with wiper blades. There were Bosch, Trico, Anco, and even RainX (who knew?). As expected they were priced like used tires (remember those?) \$15 - \$20, but way over on the side was the 'house brand' made by ACDelco. A well-constructed item in black that was available in lots of sizes. At \$3.34 each they were priced like the rubber inserts of years ago and are even the correct cross section so that I can replace old ones in the short blades of a 356 that are no longer sold that short. What a bargain. So far I have bought seven sets and all are going onto something in the garage. I'd buy some for stock but I'm not sure if they age out like tires do, besides I expect Walmart to be around for a while.



Another problem with old cars is old keys. Many show up with only one key and just getting a key blank can take a while and be expensive. Early 911 blanks with the original black or red rubber ends are over \$25 and then you have to ship it and then pay someone to cut it so that it works. I'm usually looking for just an

emergency key in case the original gets lost or breaks off in the switch (don't ask). There was a key shop over in Norwood that could cut just about anything but he retired a while back and until recently I haven't found a replacement shop.

Driving through Needham last month I got stuck at the light in the center of town and was looking around at how the area had changed. One corner store that hadn't changed was Harvey's Hardware that had been rebuilt in brick after a fire back in 1979. It still looked like new with its rows of lawn spreaders and wheelbarrows out on the sidewalk. I remembered that back in the day they could cut keys and had a pretty good selection down in the basement. I pulled the '72 911 to the curb and went in with the only key I had for the car in my hand. Down the stairs I went to find the largest display of blank keys I have ever seen, they covered an entire wall. I passed over the 44 year old key and in less than 4 minutes had two copies at a total cost of \$5. That's right, they were \$2.50 each, probably the same amount they charged before the fire. Harvey is now on my list for keys and from the looks of it they can cut anything as long as it more than 20 years old.

Every now and then bargains just show up. A while back I was actually on Amazon

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The Long and Winding Road

The Other German Car



Bill Seymour

So the Jamaican Bakin' team has this great Miata that is a ball to drive and runs and runs and runs – three top 10 Lemons finishes because it is so reliable. But, we figure, wouldn't it be great to have a faster car that would be competitive in Chumps and American Endurance races? So we get this fancy 1987 BMW E30 with a club racing pedigree. In the spring we worked on it a bit, mostly to familiarize ourselves with it, and took it for its maiden trial to the NCR NHMS DE event. The first thing we notice is that the brakes are not to our taste – can't be modulated easily and way too much front brake. Hello flat spots! Then

I then remember seeing a fan belt on the ground in turn 3 while they were showing a debris flag so I was able to track it down....

it overheats. This one is a little embarrassing – four skilled mechanics (plus me) spend a couple of hours trying to figure out the problem before someone notices it has no fan belt. And, in fact, I then remember seeing a fan belt on the ground in turn 3 while they were showing a debris flag so I was able to track it down and we didn't even have to run out to buy one. (This won the team the Merry O'Spaghetti award at the NCR dinner that night.)

Next stop is Thompson where we notice a rubbing noise and some vibration. This is diagnosed as a worn steering rack. We scramble to get this swapped out in time for the Chumps race at Watkins Glen. On the test day before the race we are still plagued by vibration which now is identified as a bad left front wheel bearing. None available immediately (we order one to pick up the next day) but, fortunately, there are a million E30's at the race so we are able to borrow one and start the race on Saturday. I'm

driving second and the steering is vague on center and keeps getting worse so I go in to the pits where at pit row speed I look at the steering wheel and notice that two of the six screws holding the removable steering wheel to its hub are missing and the other four are all loose. That wouldn't have been pretty. But after we fix that the vibration returns (or wasn't noticed with the loose wheel) and it is determined that the new bearing (which was a cheap Chinese one) is now kaput. Other E30 owners acknowledge that this is a weak area for the cars. We pick up the new bearing (a good German one) and are ready to go again for Sunday where we finish 29th which isn't a disaster but our best lap is 2:23 and there are lots of cars running under 2:20 and the winner running 2:15. And there is still a vibration.

Disassembly identifies the current vibration not as a wheel bearing but as a bad left front shock. These being fancy adjustable units there is no quick fix so we elect to replace all four shocks with non-adjustable ones (this reduces the number of penalty laps we get at Chumps races so had been considered anyway – and we also switch to softer springs). We take the car to Palmer for the NER DE - an ideal test location as there is an AER race at Palmer the following weekend. We experiment with the rear sway bar attached (too twitchy) and not attached (too much understeer) and decide to go the safer route of too much understeer. But the damn thing overheats again. This is (hopefully) determined to be the result of a 40 year old radiator cap and we order a new expansion tank and cap.

But the ongoing problem with the E30 is that it is SLOW (or more precisely, the combination of driver/car is slow). It is very hard to drive well as it understeers excessively but, worse, the brakes are really hard to modulate. And it doesn't

seem to have much more power than the Miata. I was two seconds faster at Palmer in the ("ain't she a beauty") Miata than the BMW – and I think my experience was similar to that of others. So we are spending a lot of time and money to go slower so far. We paid a very fair price for the BMW and it was a well prepared race car. But we are attempting to run a car in endurance races on street tires that was built to compete in short races on slicks – and we are learning that there can be a lot of development time required to get it to where we want it (and realizing how lucky we were with the Miata!).

Here's a bittersweet note to end: the car of an NER member was damaged at the Palmer DE event. Another member, who drives in the same class at autocross but who is barely an acquaintance, emailed me asking that I forward an offer to share his car at upcoming autocrosses while repairs were made. A very nice gesture and totally in keeping with the spirit of the club. "It's the people not the cars."

Minutes of the Board

June Meeting

The June board meeting was kindly hosted by Rosemary and Bill Seymour at their home in Sherborn Massachusetts. Other attending members were Ann and Dick Anderson, Steven & Laurie James, Stan Corbett, Steve Ross, Kristin Larson, Adrienne Ross, and myself. Missing was Bob Cohen. The meeting was brought to order at 8:15 p.m.

Our first topic was our new charity choice, Homes for Our Troops which Kristin and Dick went to visit to see what they do and find out what we can do to help and be involved with their fantastic cause. Kristin handed out informational packets to all and described the trip she and Dick made to their facility. We discussed getting involved with other fundraising efforts for this group including a 5k run-walk and setting up a information booth at Palmer for our DE event their in September.

Steve Ross and Kristin formed a nominating committee for new Board members, and all of us that were still in our first year of our current position, agreed to continue in that capacity for another year. There us a two year limit for Board positions and we will be actively seeking out new candidates for Membership Chair, Administrative Vice President, and Treasurer. We would truly appreciate any of you members, to contact any of us about getting involved. It's a little bit of work and a lot of fun and the reward is in doing great things for our club and our community.

The board agreed on creating business cards for Board members and Adrienne asked all of us to submit our text preferences. She will move forward to getting these made for all of us.

Dick brought up the subject of our continuing website woes and the trashed email addressing system. This comes up for discussion every month and we all agree that something has to be done; we're just trying to figure out how. If

anyone out there is web savvy and is willing, we'd love to have your help.

Steve Ross presented his notes on coming activities for the remainder of the year and the evolving plans for adding an Essex River boat cruise later in the summer. The Concours at the Endicott Estate is on track and he's found 7 or 8 advertisers who will complement our sponsors for this fine event. We do need volunteer workers though so please contact any of us if you want to help out. We also considered organizing a food drive with perhaps sending the collection to Loaves and Fishes in Ayer, MA.

Kristin raised the topic of the Annual Gala and the desire to bring back the Silent Auction which was missing in our last event. Ann agreed to help Kristin in getting this organized and moving forward. Our goal is to find some big ticket donations for this great fundraiser so if any of you have event tickets or time shares you might want to contribute, it would be greatly appreciated and tax-deductible.

Bill reported that Autocross was running smoothly and the School and AX#1 were great successes. Bill also informed the Board that he intends to step down as Autocross Chair at the end of this year. Bill's involvement in Endurance Car, Chump, and Lemons Racing as well as DE conflicts too heavily with his Autocross Chair duties and he needs to pass it along after 6 great years of fine service in this position. After much consideration, Bill asked Chris Ryan, Jeff Johnson, and myself if we would consider Co-Chairing Autocross, and we agreed. The three of us will shadow Bill and learn the ropes and intend to carry on with the great work Bill has done for the club as Chair. Dave Berman will continue on as AX Registrar and things will hopefully continue to run smoothly going forward.



Alan Donkin

Bill updated us on the transition of Ramble duties from Bruce Hauben to Dennis Friedman and it looks like everything is progressing nicely. Dennis want's to move all signup payment activity to MotorsportReg.com and we all agreed to make the change. If you consider the number of checks Bruce collected by mail and then had to deposit and keep track of, the amount of work saved by going online will be tremendous. Charlie and Martha Dow have organized a fall tour for the North Shore and Metrowest and have picked October 9th for this event. It should be a

continued on page 46

Happy PCA Anniversary!

Thirty-Five Years

John B. Keane

Thirty Years

Russell C. Castagna

Twenty-Five Years

Rene-Max Prepetit

Twenty Years

Sean T. Lannan
Moosa E. Moosa
Robert M. Brenner

Fifteen Year

Thomas V. Daily
Judith LaRocca

Ten Years

R. Kevin Moore
J.C. Marin
William F. Shields
Brian Arthur
Paul G. Brown

Five Years

Fred L. Hacker
Peter G. Migdal
Frank Selldorff
Arthur Karabelas
Amanda M. Comperchio

Sign Me Up

Keep Learning



Steven and Laurie James

After the first Auto X, I must start a new development plan that goes beyond tires, brakes and service; something more focused on the driver, since that is really the problem.

I was working pretty hard to save a few seconds, less hesitation; making turns, braking and seeing the course; for time saving opportunities. As the day came to a finish, I can see the need for more runs and practice to post anything close to the top three competitive times.

The event was great with a great cars and club members. Need I mention the gaggle of GT-4's, very cool cars and fun

The club certainly sees a diversity of models with the 3.2's and air cooled models looking more like they are headed for lawn events....

to watch some of the best drivers put them through a challenging course.

So where do you go from here, I believe I have said that before....is there an echo? When your times are off time to go back to the basics and try to catch more events on the schedule this year..

I was paging through the some accessories for the 918. Well I just wanted to see what you can buy, and of course found some summer wheel packages. Nice looking wheels and tires....if you have 60K, well the price for hitting the curb just went up...I would like to see the insurance adjuster face when that claim came in...

I also was poking around looking for cars on the community sites, and found a few that may have been a good value. I just have to laugh when you see how people explain cars that don't run...

One ad explained the condition as; a garage queen that hasn't been on the road for a few years doesn't start, however, it's in great shape, just needs gas. If I don't sell it, I will drive it myself. The

problem with that ad was the car was shown in a field with a pile of snow around where someone had pulled the tarp off.

It always fun to see what you can find for sale in the area, and beyond, I just got back from a quick trip to AZ, and I can confirm that the nutty prices for older 3.2 Carreras is also well established in AZ.

With the excitement of the GT-4s, and the rapid rise in value of older cars, the club certainly sees a diversity of models with the 3.2's and air cooled models looking more like they are headed for lawn events, Vs tracks in the next few years.

Heck right now I can almost trade mine straight across for set of summer wheels for the 918.

Enjoy your July

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Don't Lift

Canaan Motorsports Park



Stan Corbett

Our DE season is now at full song. Our June Palmer event was just last weekend. We're headed for Limerock in late June then it's our annual trip to Le Circuit Mont Tremblant in Canada. After that we're back to Palmer in August (NCR event), Watkins Glen in mid-August (our event), Palmer in September (also our event), and finally NHMS in October (NCR event). Registrations for our Palmer event in September currently are very light, so if you have been thinking of going now is the time to sign up and experience a very fun,

For the folks that have tried to contact me via email at trackchair@porschenet.com we have been having problems with the porschenet.com addresses.

quick track.

In addition to the regular schedule of events a small group of NER/NCR track committee members and experienced instructors will probably be going to the new track in Canaan, NH to check out that track for a possible future event. Canaan is a short (1.3 mile) road course built at the site of an old set of oval tracks, one dirt and the other paved. You can check it out at: <http://www.canaan-motorclub.com/>.

There's nothing new to report on the evolution of your Track Committee. Current plan is for John to take over the at-the-event duties of Track Chair at our September Palmer event. Meanwhile John and I, and Ann and Bob are working on the transition of Track Chair and Instructor Development positions respectively. And I'm still trying to find a good time to break the news to John that he's supposed to be writing a column for the Nor'easter!

Update on registrations... Registra-

tions in the Green (Beginner) and Yellow (Novice) run groups are excellent with lots of students signing up to learn how to drive their cars in the manner Porsche intended. We currently have 15 students signed up for Mont-Tremblant (probably low because of the distance), 38 for The Glen, and 22 (already) for Palmer in September. However, we are still woefully short on instructor registrations for ALL events except Mont-Tremblant. If you are an instructor and are planning on attending one or more of our events please get registered. If you are willing to volunteer to take two students please let our Chief Instructor, Dick Anderson, and I know. Remember, the 'new' blood coming into our favorite sport is essential to maintaining a healthy and energetic driver education program. I strongly urge those instructors who haven't signed up to register and help us welcome these new drivers to our sport. Let's get 'em hooked!

As reported in last month's column we expected an excellent turnout of students for our June Palmer event. Reality exceeded my expectations with a total of 47 students confirmed for the event. This was thanks in no small part to 17 of our instructors who volunteered to take two students at that event. Heartfelt thanks to all for helping us clear the wait list and getting that many students on the track and under our spell! The full report on our June Palmer event is elsewhere in this issue.

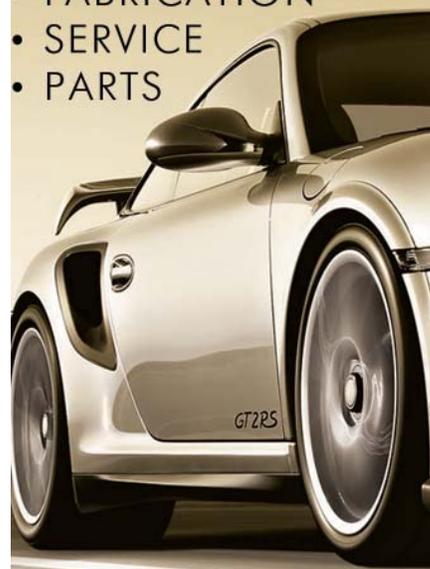
For the folks that have tried to contact me via email at trackchair@porschenet.com we have been having problems with the porschenet.com addresses. Until those are ironed out I can be reached at stanley_corbett@msn.com or by phone (774-275-1621).

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

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Around the Cones

Other Cars



Steve Ross

Continuing on from last month's column on my sports cars, interspersed by the Boxsters that I have acquired came my purchase of a different model of sports car, the Mazda Miata, the first of which was obtained from an owner who was so protective of it that he would not let me test drive it in the rain. Shortly after buying this one I joined the Miata Club, a very active group of owners and participated in the myriad of activities they held, mostly tours and concours, one of which was a visit to an MG club

Being with a topless sports car led me to my final Miata, a '92 White model...

event in Vt. Where the British car owners were startled by the "modern conveniences of the Miata, power windows, easy to put up tops, AC, power steering and a reliable driveline that did not cut out in wet weather. All in a stylish comfortable sports car that could be used like any regular car.

This first blue 1990 Miata was soon seeing the asphalt of an autocross course as I introduced the club members to this fun activity.

By the end of my first summer of Miata ownership I decided that it was time to sell it for the winter and revert back to a proper winter beater for the New England weather. A bare bones Honda civic took over these duties.

Come the next spring the sports car bug hit me again and a 1991 special edition (British Racing Green with a tan interior) that although not in the greatest condition, needed a new top and some rust repair, ran fine and once the top was replaced I never used the hardtop again.

Fast forward to the next spring where a rare, Yellow miata, was found in the Want Advertiser (the paper version of what we now know as Craigslist) being sold

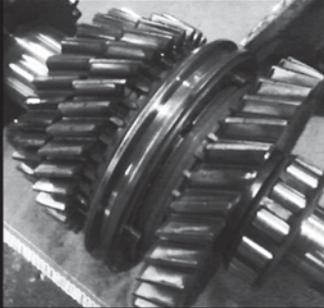
by a Harvard professor. In conversing with his wife, she indicated that there were a number of potential buyers who were very interested in purchasing it and I should get over there ASAP, which I did, found it in perfect shape and with its optional hardtop. After a short drive I bought it and kept it for 3 years of fun summer and some winter cruising too. Finally sold this one to a woman who was moving to California that day after she inspected it from top to bottom including the undercarriage.

Being with a topless sports car led me to my final Miata, a '92 White model with an aftermarket glass rear window in semi rough condition but it did run well and was a fun car for that summer.

Finally I went back to a Roadster, a Boxster, and the first of 3 that I have enjoyed each Spring & Summer.

Changing to my Concours hat, a reminder that the 2016 NER Concours will be held on October 2nd, at a new to us venue the Endicott Estate in Dedham Mass. Check out the promotion in the Noreaster and our website Porschenet.com

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Auto Cross #3

Sunday, July 24th

2015 Calendar At-A-Glance

July

2 - NER AX #2
4-5-6 - DE @ LCMT (NER)
13 - Board Meeting
24 - NER AX #3
31 - NCR AX #3

August

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

September

3 - NCR AX #4
14 - Board Meeting
18 - NER AX #4
23-24-25 - DE @ PMP (NER)

October

8 - NCR AX #5
12 - Board Meeting
15 - NER AX #5
15-16 - DE @ NHMS (NCR)

November

9 - Board Meeting

December

14 - Board Meeting

Sponsored by



As always, we are lucky to run at the Sebring of the Northeast, Moore Airfield, located on the former Fort Devens site. Like all our events, AX Number #3 will feature speeds ranging up to 65 MPH on a course over a mile long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of the 15 classes.

These events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport. And, if you are really not sure, try our "non-driving participant" program where for a \$20 donation to NER's designated charity, you can go for multiple runs as a passenger.

Entrants will get as many as 12 individually timed runs and be eligible for awards. The top three drivers in each class will be presented with an embossed pub-style pint glass suitable for micro-brews and bench-race-bragging (beer not included).

Gates open at 7 and participants are encouraged to arrive no later than 7:30 to allow plenty of time for check-in and tech inspection before the driver's meeting at 8. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge.

You will be required to perform a work function (guaranteed to be almost as much fun as driving!) during the day as part of the event and you must stay the whole day – we could finish as late as 5pm.

The cost per event is \$50 for members or \$60 for non-members driving a Porsche. Sign up online at www.pcaner.motorsportreg.com. You must register by midnight July 20th.

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.

General questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions to Fort Devens

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

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by Marcus Collins

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Blog Post: **Is buying through the Listing Agent a good strategy to win in today's competitive housing market?**

NO
In 2013 in Lexington, in a competitive offer situation, less than 3% of successful offers used the listing agent.

Should buyers delay units 2015?

Should buyers delay units 2015?
Given the lack of possible inventory and the rising price for homes, it may be a good idea to wait until the end of the year to buy a home.

1. Will we see more units in 2015?
The number of units in 2015 is expected to be higher than in 2014. This is due to the fact that many homes that were sold in 2014 are now being put back on the market.

MA Properties Online Blog
A Data Driven approach to real estate

Blog Post: **Newsweek Top High Schools 2014**

AMERICA'S TOP HIGH SCHOOLS - 2014

Newsweek magazine recently published a ranking of the U.S. Top High Schools. What are the top high schools in the country? Find out in this blog post. The top 100 high schools in the country are listed below. The top 10 are listed in the top right corner of the map.

Newsweek Top High Schools

Number of Schools in Top 100

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

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NER at Watkins Glen International

August 12-14

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Many drivers name The Glen as their favorite track. From its ragged infancy in 1948 through many incarnations over the years, Watkins Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races.

The 3.4 mi. road circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittipaldi, Bordon, Dailey, Lally, Brensinger and Bell. Don't miss your opportunity to join this list and drive "New York's Thunder Road".

We will again hold two of our signature 60-minute DE Enduros with a simulated race start, one for the Black (Advanced) and one for the Red (Instructor) run group drivers, on Saturday afternoon. To avoid having drivers in the rest of the run groups sit around for two hours waiting for their next run these enduros will be held the last two hours of the track day on Saturday. Drivers not eligible for the enduros are free to enjoy an afternoon of the local attractions or whatever activity they please. All drivers are welcome to stay at the track and cheer on the enduro participants.

Drop off your rig the night before 6-9:00PM No Extra Charge

Garages will be available on a first registered, first served basis: \$70 for 3 days. Sign up now.

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

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

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

Students \$595

Signed off Drivers \$525

Instructors \$285

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your email address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

Registration questions? Contact Stan Corbett, Registrar at TCReg@PorscheNet.com; or 774-275-1621 before 9 PM.

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




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NER at Palmer Motorsports Park

Sept. 23-25th

Join us for our second of two events in 2016 at Palmer Motorsports Park in Palmer, MA for a two-day DE event. About an hour from Boston, this track is even closer than NHMS for many of us. Seven miles off I-90 is Palmer Motorsports Park (PMP), the first true road course in Massachusetts. PMP Whiskey Hill Raceway is 2.3 miles long, 40-feet wide, and has over 190 feet of elevation change. Designed by grassroots racers and professional track designers and carved out of Whiskey Hill granite the road course is a 14-turn rollercoaster ride around a scenic and secluded alpine wilderness.

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

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

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

Students (Green & Yellow run groups): \$570

Solo Drivers: \$500

Instructors (Red run group): \$260

Directions to the track and further details will be included in Track Rats message and at <http://www.porschenet.com/events/ner-de-event-at-palmer-motorsports-park/>. Please make sure your email address is current in your clubregistration.net profile. Palmer's sound limit is 95 decibels on the A scale, as measured at 50 feet from the track edge by track management. This limit will be strictly enforced.

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

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

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

2016 Driver Education Schedule:

Registration

Pricing*

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

*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

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

Registrar
Mark Keefe - 508-529-6127
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

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Board of Directors - 2017

We are starting the search for open positions on
Northeast's Board of Directors for 2017

Open Positions are:

Treasurer – handle all money in and out.

Accounting experience preferred

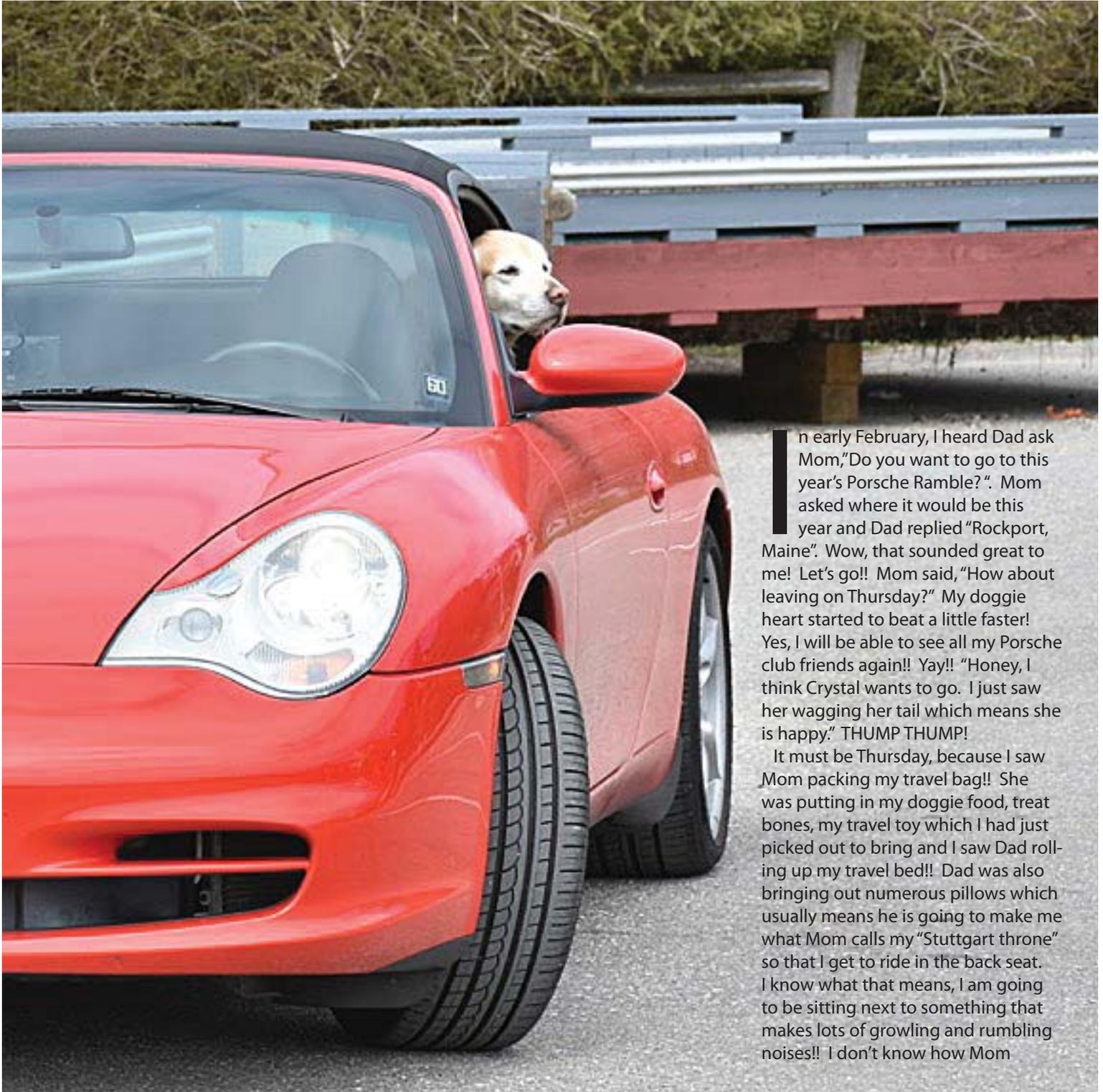
VP Admin – build a team to manage tech sessions,
socials, including the Annual Dinner

Membership – be the first reach out to new
members and manage Noreaster subscription list

For anyone interested, please reach out to Kristin
Larson, 2017 Nominating Chair at
klarson41@gmail.com or 978-302-3634

A (Seeing-Eye) Dog's view of the 2016 Ramble

Copy and photos by Monica Dzialo and Crystal (her seeing eye dog)



In early February, I heard Dad ask Mom, "Do you want to go to this year's Porsche Ramble?". Mom asked where it would be this year and Dad replied "Rockport, Maine". Wow, that sounded great to me! Let's go!! Mom said, "How about leaving on Thursday?" My doggie heart started to beat a little faster! Yes, I will be able to see all my Porsche club friends again!! Yay!! "Honey, I think Crystal wants to go. I just saw her wagging her tail which means she is happy." THUMP THUMP!

It must be Thursday, because I saw Mom packing my travel bag!! She was putting in my doggie food, treat bones, my travel toy which I had just picked out to bring and I saw Dad rolling up my travel bed!! Dad was also bringing out numerous pillows which usually means he is going to make me what Mom calls my "Stuttgart throne" so that I get to ride in the back seat. I know what that means, I am going to be sitting next to something that makes lots of growling and rumbling noises!! I don't know how Mom

does it, but my bag, their two bags, my Stuttgart throne, and Dad's cameras all got put in that little car!! Looks like we are ready to go!! Dad had to help me into the back seat, so gave me what he calls "the Porsche push" and lifted me so that I could make it into the back seat and my little throne. Next, Dad started the car and I heard the Porsche growl!! WOW, music to my puppy ears!! Be steady my beating heart! There is no other sound than what a Porsche makes!! So we are off. WHEEEEE!!!

I have the perfect seat in this car, right between Dad and Mom. I get to look out over their shoulders and out the windshield and see everyone's faces!! People are always smiling, or waving or pointing. I thought they were waving and smiling at me, but it was the car!! Our car is really cool. Bright red convertible and really neat looking, but they always leave the top up whenever I ride with them. I have to say, our hotel is very impressive. Lots of grass, waterfront and places where I can run around. I like those hotels that have lots of grassy places. OMG, here come some of my friends, Roger and Rosemary. They are always at that nice Sweet Berry Farm in Middletown, RI where I can see my people friends once a month. Last meeting, Roger had these really cool name tags made for my Mom and Dad. Maybe I should have one of those for myself? Next, I saw Pat and David. Mom used to work with Pat many years ago when Mom had her first dog. There is Joe and Cindy and Sal and Robie and all my friends from Rhode Island. Even saw John and Audrey in their white Porsche with the blue wheels!

At Friday night's cocktail party Mom made me go under the table to protect me, but I did not like that. I saw a nice pair of shoes so I wagged my tail over them and the woman got scared. So I popped my head out and gave her the Goldie look. Nancy was surprised but said how cute I was so it was cool. I won because the others at the table also wanted to know all about me. Mom had to talk about me as I sat there and looked so adoring at everyone! But I did get out from under the table ☹️ know Mom and Dad have been talking about maybe getting another bigger type of Porsche. I guess they call it a

Cayenne, but that sounds like some kind of pepper to me. I have to learn more about this, because the car we have is small and I like to stretch out! I did not realize all these cars come in different colors. To me, they are all the same but I guess we have some sort of red, and I do mean RED, which people like. Also met a really nice woman from Germany. She reminded me of Mom's friend who is also from Germany. Mom said something in German and that person smiled and was so happy! More new friends!! That's why I like coming to these Rambles, I meet so many great and nice people and make lots of new friends!

On Saturday morning we all met to talk about today's Ramble. Once again, Mom made me go under the table and I was hoping someone would drop something but no one did! UCK, Mom must have told them all that I don't eat people food. Well, I don't but that doesn't mean if someone drops something I won't try to get it **GRIN** Mom takes all the fun out of being a dog. She is always telling everyone that I am a Seeing Eye dog and she has strict rules on me. Mothers! This should be interesting. Bruce, our fearless leader gave us all our driving instructions. He said this is not a race but a time to see some great sights in Maine then stop for lunch. Mom said something about stopping at Hussey's but the line was out the door so we kept driving. I wondered if they had any cute dog toys. Well, I met 2 new people at lunch. Joe and Josie are from that famous place where clams are from. I know because Dad loves those clams **GRIN** They are really nice and are also new members. This Ramble had 159 Porsches of all models and colors. After lunch I stood on top of the walkway and just stared adoringly at all these great cars and am so glad that Mom and Dad are a part of this group. Following that great lunch we drove to the top of Point Lookout where Dad saw some amazing views. For those who don't know this, Dad is a really great photographer and takes unbelievable pictures. I heard Mom and Dad say that there was going to be another party so off we all went to get ready. Mom brushed and combed me and they got dressed. Once again, being a high stepping golden retriever, I made my

grand entrance and like previously, Mom made me go under the table. I don't mind that especially when I can look at all the new styles of women's shoes! Guys' shoes are pretty boring. So, I behaved myself until I heard my cousin's name, Snickers, mentioned! Looks like Jeff who belongs to this club also knows Snickers. I was not going to stay under the table for that one!! Had to sit up and catch up on all the family gossip. When it was dinner time, I sat with Charlie and Martha who are Goldie parents and lovers!! What a great dinner and a great time seeing all my friends and making new ones as well.

Sunday, I was a little sad knowing that we were going to head for home. So many came to breakfast early then left but I got to meet the new Ramble Coordinator, Dennis. Dad and he were talking all about Porsches, racing, Germany and an upcoming Ramble in a couple of weeks someplace where there are cranberries and bogs. So, it was great seeing all of you. Hope everyone had a safe drive home and will see you next April at the Equinox in Vermont! Oops, just heard Dad letting Mom know that in July they have an appointment to tour the Porsche factory in Stuttgart. Sounds like fun!

CRYSTAL

Monica Dzialo and Crystal (her seeing eye dog)

Microcar Tour

Our host, Charles Gould, took the PCA members thru a guided tour of some of the most unusual cars ever produced.

The majority of which were extremely small yet rugged vehicles produced in post WWII Europe where materials and fuel were a scarce commodity.

Charles has a pinpoint knowledge of all of these cars, rattling off the special features of them and explaining how, in spite of their diminutive size, their ability to accomodate full size people in reasonable comfort.

To Gould the hunt for these vehicles is the fun part, condition is not critical as he looks for operable examples, not concours "trailer queens". He and his staff work to keep them running by scouring the internet and other sources for obsolete parts to keep them running.

The collection runs the gamut from these tiny vehicles to a Tartra, made in the Cheque Republic with an air cooled V8 engine rear mounted like a 911, with a body so aerodynamic that it can cruise at highway speeds with little effort.

The history of some of these cars is strange indeed, a series of British based cars were originally made for invalid people who had leg or hand issues, the cars were built to accommodate these shortcoming with a removable floor so the wheelchair could be brought up close to the seat.

Many of the cars had motorcycle engines, controls & steering.

Not to be overlooked, Charles has some modern cars too, one in particular, one of the first Jaguar XKE's built in 1961 which took him a few years to finally buy from it's original owner.





JUNE 12TH 2016 SOUTH OF BOSTON (SOBO) PORSCHES AND COFFEE

My grandson Bryce rode with me in the C4; my wife Rosemary drove separately to Sweet Berry because she wanted to take a folding chair with her as she continues partial knee replacement recovery. Although there was a brisk breeze, the sun warmed the morning as the Porsches began to fill the grassy field. This Sunday we had another great turnout, 40 Porsches in all. Today seemed that we had more first timers than ever before, and many were also first time Porsche owners.

Beginning in the 1976 I worked in submarine combat weapon systems R&D, initially as a Navy junior project officer for an emerging weapon system (transitioning from analog to digital systems), and later, until the early 90s, as a member of the technical staff at Hughes Aircraft. During those years I often drove my 65 356C to work at the Navy Underwater Weapons Center, Newport Rhode Island, and met up with a Raytheon electrical engineer John Burton who also was working on associated submarine development. John and I also share a similar experience, both of us drove our Porsches from California to Rhode Island's Aquidneck Island. John's late 65 911 has been parked in his garage for the past twenty years. I reluctantly sold my 65 356C some thirty years ago.

Because I left my camera at home, John, as well as Tim Pafik, provided today's submitted photos. John lives nearby in Middletown so he came by and we transferred his photos unto my computer. We had a beer and spoke about the old days (before retirement) as well as the Porsche driving experience. Hopefully, from my prodding, John will make the decision to bring life back to his Porsche.

Simon Pitts drove in with his stunning blue 2016 GT4. Simon worked for Ford for 30 years and, from our discussion, was also in R&D. Simon wanted a Porsche for some time, saying, "It is all about the driving experience". He decided that the GT4 offered the best value for what he wanted from a car.



1 of 3 rows of Porsches



Jeff Joseph's 05 Carrera



John Burton's garaged 65 911



John Jones's 2016 Turbo w_ Fuchs rims

Mark Mercy parked his very clean black 2002 C4 cab. This is Mark's first Porsche, shipped in from California with less than 70 K miles. Impressed with German engineering it was a "gotta have". I shared some of my 996 maintenance experiences with Mark and hopefully he will enjoy this summer with the top down.

Paul Soares, preening like a peacock behind the wheel of his new 2016 agate grey Spyder, arrived with his wife Jackie. Some of the Spyder options are: 8 way adjustable seats, carbon fiber trim package, red stitching and seat belts, and the factory sport plus exhaust. His son Austin drove Paul's 2003 Boxster S, which is for sale, because with Austin's red 87 944, there is no room in the garage for three Porsches plus Jackie's car.

John Jones came in his fourth Porsche, a 2016 Turbo with the optional Fuchs rims. John traded his black 2015 Carrera 4S for this white zinger. Before the C4S John drove a Boxster, so it seems that he wants to push that red line.

Jeff Joseph parked his first Porsche, a 2005 silver Carrera that he has had for six months. His dad gave him a 73 450 SEI to drive for ten years, so Jeff was introduced to German engineering. Jeff is the third owner of this well maintained and very clean looking Porsche with only 50k miles showing on the odometer.

Unfortunately, Thad Herliczt left well before noon in his very original, seemingly unmolested white 1967 912, before I had the opportunity to meet him. I hope Thad makes the drive again from Westwood, MA so we can talk about his Porsche's history.

The next SoBo will be on Sunday, July 17th, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com



Paul Soares's 2016 Spyder



Simon Pitts 2016 GT4

Copy and Photos by-
Roger Slocum



Camille and I had just driven her back from college in Florida the weekend before in Camille's VW Golf. We took a bit of a detour to make a couple of runs on the Tail of the Dragon, what a fun road. We had a week to recover from the 1600 mile trip and headed off to Ayer for the autocross. Camille hadn't autocrossed in about a year, but last time out I just barely beat her by 0.1 s. Ollie Lucier rode with both of us last season and his diagnosis was that I needed to speed up and Camille needed to slow down. He said that usually it's easier to get aggressive drivers to slow down than to get timid drivers to speed up so this was probably going to be another close one.

We were co-driving Denise's 2014 Cayman S (I'm still working on her to try out an autocross...). When the entries were posted on Motorsportsreg.com, I became quite hopeful on our prospects in class 7s as Ed Moschella was driving a GT4 this year in class 10s. Maybe Camille or I had a small chance at actually winning a race or two. We had new rims and tires (Bridgestone Potenza RE 71Rs) that should be significantly better than the stock tires the Cayman came with. However, my hopes were dashed when Jeremy Mazzariello dropped into our class driving a Cayman R. Looks like Camille and I would be fighting for second place along with with Mark Judd and Joe Migliore.

The weather forecast kept changing in the week before the event, with anything from sunny in the 80's to heavy rain in the 70's. Luckily it ended up quite nice with a bright sunny morning and an overcast but dry afternoon. We were all bundled up against the morning chill but things warmed up quickly in the sun.

Ever the optimist, Bill Seymour announced at the driver's meeting that we would be trying for 15+ runs, which would be some sort of autocross record, I am led to understand. With 66 drivers, we ended up with 7 morning runs and 5 in the afternoon due to the typical technical glitches, but 12 still seemed pretty good to me. As usual, no one wanted to volunteer to write up an article about this event (even with the bonus of 2 fun runs to sweeten the deal) so Camille and I ended up writing again. I don't pay a lot of attention to the other classes, so if you would like to see more detail about your class, you should probably volunteer next time Bill asks.

The course walk revealed what looked like a pretty fast course. Camille and I were co-driving in the first run group so that we were staged up front and I ended up being the first car off for the day. I just hoped to get a clean run in and avoid any cones or a DNF. I got an 83.8 clean for the fastest time of the day so far. I had my 20 seconds of glory until the second car came in, but it



AUTOCROSS #1

THE REPORT

Copy by Robert and Camille Galejs and Photos by Richard Viard

was fun while it lasted. I ended up with an 81.3 for the morning. Looking at the other times, I was hoping to get into the 70's in the afternoon. The 71Rs are great tires: very grippy and they gradually let go when you push them a bit too far giving you some time to correct before you spin out. Camille started out with an 84.2 that she lowered to 82.6 through her morning runs. We both only hit a few cones (2 for me, 6 for Camille) so we could probably both save a good chunk of time by leaving less margin and being a bit more aggressive. Other drivers hit between 0 and 18 cones for a total of 279 down for the day.

In the afternoon, I started off with a 79.9+1 but eventually got down to 80.1 on my final run, very close, but not quite what I was shooting for. It seemed like most everyone had their best run in their last one or two runs. "The line" was very prominent by the end of the day so the pavement was probably getting stickier as the day wore on. Camille had two runs with times in the same ballpark as her morning times but then she had a ride with Scruffy who, as he usually does, inspired her to go faster. Her last three runs were 79.96+1, 79.20+1 and 78.365+2. She had me beat on any of those runs if it weren't for those darn cones. If she had managed to miss the 2 cones in her last run she would have ended up edging out

Mark Judd who had a 78.9 for 2nd place behind Jeremy with 74.4 . Michael Kuhn made great strides during the day improving from a 120.7+DNF to an 81.7 on his final run! Fastest time of the day honors went to Rob McAlpine with a 69.6, the only driver managing to break 70.

Two weeks later, Camille and I had a grudge match at the Bay State Corvette Club autocross with a rainy morning but dry afternoon. I managed an 82.9+1 for the day and Camille had an 85.6 with one run to go. Taking Ollie's advice from last year to "Win it or spin it" to heart, Camille improved her time by 3.3 s, soundly beating me and jumping up five places in the standings!

Autocross is a great way to get a feel for how your Porsche handles at its limits in a safe environment. This is what they were made for. If you haven't been to an autocross yet, sign up and give it a try. You won't regret it!





NER-PCA Summary Results #1 - AX1 - Sat 05-21-2016, Timed Entries: 66

Pos.	Clas #	Roo Driver	Car Model	Total	Diff.	From 1st
1S - '924(all), 914-4, 944' Total Entries: 3						
1T	98A	Goudreau, J	1979 Porsche 914	86.247	[-]1.319	-
2	402A	Tanner, Cole	1975 Porsche 914	87.566	1.319	1.319
3	714A	Murphy, Ry	1985 Porsche 944	DNS		
2S - '944S,S2, Turbo, 968' Total Entries: 2						
1T	69A	Rouhart, Ge	1993 Porsche 968	77.646	-	-
2	58A	Halbert, Nei	1990 Porsche 944 S2	DNS		
3S - '911 1965-1994, 930, 928' Total Entries: 9						
1T	983B	Gravina, Ma	1983 Porsche 911 SC	75.318	[-]1.357	-
2T	770A	Durham, Nic	1991 Porsche Carrera 4	76.675	1.357	1.357
3T	983C	Gravina, Ry	1983 Porsche 911 SC	77.184	0.509	1.866
4	22A	Canter, Rob	1984 Porsche 911	77.444	0.26	2.126
5	244A	James, Stev	1988 Porsche 911	79.055	1.611	3.737
6	156A	Ryan, Chris	1984 Porsche 911	79.898	0.843	4.58
7	12A	Bryant, Arth	1986 Porsche 911	81.15	1.252	5.832
8	71A	Frisardi, Ton	1983 Porsche 911 SC	81.915	0.765	6.597
9	917A	Murphy, An	1990 Porsche 964 C2	90.461	8.546	15.143
4S - '986 Boxster and Boxster S up to 2004, 914-6' Total Entries: 1						
1T	59A	Donkin, Alar	2003 Porsche Boxster S	79.866	-	-
4R - 'Class 1-4 on R compound tires' Total Entries: 3						
1T	61A	Aubin, Bill	1984 Porsche 944	75.634	[-]1.845	-
2	3A	Tate, Tom	1976 Porsche 914	77.479	1.845	1.845
3	157A	Magoun, Ty	2002 Porsche Boxster S	79.179	1.7	3.545
5S - '987 Boxster and Cayman (Not S or R)' Total Entries: 2						
1T	80A	Eckhouse, N	2007 Porsche Cayman	80.326	[-]1.947	-
2	606A	Mullins, Rok	2005 Porsche Boxster	82.273	1.947	1.947
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' Total Entries: 4						
1T	49A	Johnson, Jef	2009 Porsche Cayman S	78.416	[-]0.599	-
2T	543A	Bickford, Br	2008 Porsche Cayman S	79.015	0.599	0.599
3	215B	Garner, Johr	2014 Porsche Cayman	85.153	6.138	6.737
4	215A	Cook, Steve	2014 Porsche Cayman	87.07	1.917	8.654
7S - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS' Total Entries: 7						
1T	25A	Mazzariello,	2012 Porsche Cayman R	74.434	[-]4.515	-
2T	442A	Judd, Mark	2013 Porsche Boxster S	78.949	4.515	4.515
3T	809A	Galejs, Robe	2014 Porsche Cayman S	80.114	1.165	5.68
4	6A	Migliore, Jo	2013 Porsche Boxster S	80.687	0.573	6.253
5	809B	Galejs, Cami	2014 Porsche Cayman S	81.202	0.515	6.768
6	527A	Kuhn, Mich	2013 Porsche Boxster S	81.67	0.468	7.236
7	209A	Hollis, Robe	2014 Porsche Cayman S	86.774	5.104	12.34
8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)' Total Entries: 10						
1T	31A	Tabenkin, L	1996 Porsche 993	76.628	[-]1.071	-
2T	125A	Tibma, Andr	2004 Porsche 996	77.699	1.071	1.071
3T	993A	Viard, Richa	1995 Porsche Carrera 2	77.881	0.182	1.253

4T	31B	Petrovsky, A	1996 Porsche 993	77.945	0.064	1.317
5	257A	Stevensen, J	2012 Porsche 911	78.188	0.243	1.56
6	124A	Fox, James	1997 Porsche 911 C2S	78.512	0.324	1.884
7	32A	Champagne,	1999 Porsche 996	80.13	1.618	3.502
8	162A	Jacobsen, R	1995 Porsche Carrera	80.521	0.391	3.893
9	769A	Doherty, Jos	2002 Porsche 911	83.205	2.684	6.577
10	925A	Brohm, Ed	2004 Porsche 911 C4S	84.381	1.176	7.753

9S - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2' Total Entries: 3

1T	563A	Walker, Aar	2004 Porsche GT3	73.757	[-]2.881	-
2	414A	Croteau, Jef	2013 Porsche Carrera S	76.638	2.881	2.881
3	197A	Kononchuk,	2005 Porsche 911 S	78.967	2.329	5.21

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' Total Entries: 7

1T	10A	Moschella, E	2016 Porsche GT4	71.557	[-]2.127	-
2T	360A	Davis, Alan	2015 Porsche 911 GT3	73.684	2.127	2.127
3T	412A	Bickford, T	2010 Porsche GT3	74.881	1.197	3.324
4	357A	Ory, Andrew	2016 Porsche Cayman GT4	77.307	2.426	5.75
5	220A	Lacoste, Pet	2012 Porsche 991 2S	82.379	5.072	10.822
6	360B	Davis, Lisa	2015 Porsche GT3	85.374	2.995	13.817
7	880A	Lunsmann, \	2015 Porsche GT3	DNS		

10R - 'Class 5-10 on R-Compount tires' Total Entries: 5

1T	707B	Dudek, Marl	2010 Porsche GT3 RS	70.366	[-]5.086	-
2T	104A	Kelley, Susa	2007 Porsche 997 C2S	75.452	5.086	5.086
3	991A	Magoun, Ste	2016 Porsche GT4	75.702	0.25	5.336
4	54A	Grasso, Erne	2006 Porsche Cayman S	76.129	0.427	5.763
5	707A	Stroymeyer,	2010 Porsche GT3 RS	77.328	1.199	6.962

11 - 'Race and Improved (All Porshces not conforming to Free Modifications)' Total Entries: 3

1T	887A	Lefebvre, St	2016 Porsche GT4	70.113	[-]2.760	-
2	531A	Baker, Rach	2016 Porsche GT4	72.873	2.76	2.76
3	904A	Mochimaru,	2009 Porsche 904 Replica	75.149	2.276	5.036

13 - 'Non-Porsche' Total Entries: 11

1T	55A	MacAlpine,	1999 Mazda Miata	69.633	[-]0.727	-
2T	173A	Chen, Justin	2006 Honda S2000	70.36	0.727	0.727
3T	20A	Seymour, W	1988 Caterham 7	75.15	4.79	5.517
4T	441A	Harrigan, Cr	2013 Subaru BRZ	76.761	1.611	7.128
5	355A	Nickerson, S	2016 Ford Mustang GT	82.489	5.728	12.856
6	239B	Tabenkin, N	2000 Mazda Miata	82.537	0.048	12.904
7	335A	Gravina, Car	BMW 335XI	83.916	1.379	14.283
8	666B	Skaubitis, Ct	2015 Volkswagen GTI	87.591	3.675	17.958
9	141A	Collins, Mar	2008 Mazda Miata	87.815	0.224	18.182
10	239A	Tabenkin, Br	2000 Mazda Miata	91.143	3.328	21.51
11	666A	Skaubitis, Gr	2015 Volkswagen GTI	DNS		

Top Time Of Day

Raw time: 69.633 13 55A MacAlpine, Rob

* Note: Times include penalty counts - 2 secs/pylon

Spring Tour of the South Shore



Our prayers to the weather gods were answered and the May 22nd Spring Tour stayed dry, with even a little sun shining down on us as we pulled into Lindsey's Family Restaurant in East Wareham, MA for lunch. In this case, the Channel 5 future radar was right on the money.

When my wife Carol and I arrived at Porsche of Norwell at 9:00 a.m., Jay & Lisa Roney had already arrived. Mike Shaw and his team had cleared out much of the parking lot for us, save for some delectable examples of Porsche's latest hardware – which I believe they would even part with for the right price! Also greeting us was an appetizing array of muffins, donuts, and bagels along with coffee to wash them down.

Shortly thereafter a new NER member, Greg Baltazar, pulled up in his beautiful 2016 Boxster Spyder – top down of course! Other early arrivals were Bernie & Michael Morrissey and George & Cindy Markley. Soon the activity at the registration table was becoming fast and furious, including people from New Hampshire, Rhode Island, and cities and towns across Massachusetts. We were glad to see some recent Ramblers joins us, and pleased that the deans of NER touring, Charlie & Martha Dow were also able to attend. All together, 63 people signed the waiver and participated in the tour.

Dennis Friedman concluded the brief driver's meeting by inviting everyone to go out to their cars, and in homage to the upcoming Indy 500, asked "the ladies and gentlemen to start their engines". We then held up traffic on Rt. 228 (you know they wanted to wait and see all the beautiful Porsches exiting anyway), and got everyone on their way. Apropos to my comment above, I had a couple of drivers tell me at lunch that there were several



*Copy and Photos by
Dennis Friedman*

instances where cars on cross streets waited for the Porsche parade to roll by rather than break into their ranks. When we made a pit stop, an older gentleman came over to me and asked what was going on. When I explained, he said he rarely sees a single Porsche on the road in Halifax, not to mention 30.

After leaving Porsche of Norwell, the drivers soon entered Southfield (the former South Weymouth Naval Air Station) where they drove by a Watertown street scene being erected on the old runways for Mark Wahlberg's upcoming movie on the Boston Marathon bombing. From there, the tour wound its way through Abington, Rockland, Whitman, Hanson, Halifax, Middleborough, and then into Carver. The many ponds, lakes, and cranberry bogs made for an interesting drive as did the citing of an occasional swan.

Turning back onto Rt. 58 South, we entered the Savery Historic District, and then turned onto Savery Highway. Constructed in 1862 for \$400, it is purportedly the first divided highway in America. Thankfully, the original macadam has been updated more than once over the past 100+ years. We next ventured into Myles Standish State Forest before entering Plymouth. Our route crisscrossed under Rt. 3 a couple of times as we entered Wareham, passing the Water Wizz (featured in Steve Carell's movie "The Way Way Back") on the way into Onset Village and along its shore line, before arriving at the restaurant for lunch.

Porsches began filling up the parking lot shortly after 12:30 p.m., and the people at Lindsey's Family Restaurant were great. We had plenty of room to park, and we even had their function room all to ourselves. They took orders and served people as they arrived, and even allowed us to do separate checks so as not to challenge people's math skills after a day of working their way



through directions and answering questions.

Ah yes, the questions. Interspersed amongst the directions were 12 questions to be answered by observing landmarks and sights along the route. I'm pleased to inform you that 12 "contestants" answered them all correctly. This qualified them for a drawing for 1 of 3 "goodie bags" assembled by Porsche of Norwell. Having qualified the finalists, a waitress (before tipping to ensure objectivity) selected the 3 winners – Katy Becker, Darice Wareham, and Doug Kurys.

I'm pleased to report that there were animated conversations going on all around the function room during lunch, with the last of us leaving the restaurant shortly after 2:00 p.m. Now that you're aware that we have an "in" with Mother Nature for good weather, we hope to see you next year for the 2017 edition of the NER Spring Tour.

Dennis can be reached at dfried@chesapeakegroup.us





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About Homes for Our Troops

Mission

Homes for Our Troops (HFOT) builds mortgage-free, specially adapted homes nationwide for severely injured Veterans of Post-9/11, to enable them to rebuild their lives. The Veterans HFOT serves are among the nation's most severely injured with missing limbs, varying levels of paralysis, blindness and traumatic brain injury (TBI).

About Our Specially Adapted Homes

Each home is equipped with over 40 major special adaptations and exceeds ADA compliancy standards, providing full accessibility for the Veteran. These adaptations include wider halls and doorways; automatic door openers; roll under sinks, stove tops, and counters; pull down shelving, generators and safe rooms, all designed to help the Veteran live independently. HFOT builds four-bedroom, two bath, specially adapted energy efficient homes of approximately 2,650 square feet, the right size home for a Veteran to comfortably raise a family while limiting expenses for utilities.

Building Homes and Rebuilding Lives

Despite their life-altering injuries, many of our Veterans have embarked on new careers, completed their college degrees, and started families. Empowered by the freedom a mortgage-free and specially adapted home brings, our Veterans can now focus on their recovery and returning to their life's work of serving others. Many have embraced their roles as motivational speakers, sharing their messages of persevering through adversity with groups and classrooms around the country; others take to a national platform to promote awareness of Veteran suicide, homelessness and PTSD. Their incredible stories are the driving force for the work we do at HFOT.

Building on Success

As of May 27, 2016, HFOT has built 213 specially adapted homes nationwide. There are currently over 70 Veterans on our active project list. Our goal is to build a home for every Veteran who qualifies for one of our specially adapted homes.

Top-Rated Charity

For the fifth consecutive year, Homes for Our Troops has been awarded a 4-star rating for sound fiscal management and commitment to accountability and transparency by Charity Navigator, America's premier charity evaluator. Only 5 % of the charities rated by Charity Navigator have received at least 5 consecutive 4-star evaluations, indicating that Homes for Our Troops outperforms most other charities in America. In addition, Charity Watch has awarded HFOT an A rating and has included us on its list of Top-Rated Military & Veterans Charities.

Our Funding

Homes for Our Troops is privately funded, and therefore relies on the generosity of donors like you. Almost 70 percent of our operational budget is generated by private and family foundations, individual donors and community fundraisers nationwide who step up to help our American heroes by coordinating everything from lemonade stands to golf tournaments. The remaining financial support we receive is from organizations and our corporate sponsors.



*A Top-Rated Veterans
& Military Charity.*



HOMES FOR OUR TROOPS

Copy by Kristin Larson

Mission: To build mortgage free, specially adapted homes nationwide for severely injured Veterans Post 9/11, to enable them to rebuild their lives.

NER-PCA has chosen to change its Charity of Choice in 2016 to Home for Our Troops (HFOT), a privately funded 501(c) (3) nonprofit organization that builds specially adapted, mortgage-free homes nationwide for the most severely injured Veterans from Iraq and Afghanistan. The organization is based in Taunton, MA. Most of these Veterans have sustained life-altering injuries including multiple limb amputations, partial or full paralysis, and/or severe traumatic brain injury [TBI]. These homes restore some of the freedom and independence our Veterans sacrificed while defending our country, and enable them to focus on their family, recovery, and rebuilding their lives. Since its founding in 2004, nearly 90 cents of every dollar donated to HFOT has gone directly to program services for Veterans. HFOT builds these homes where the Veteran chooses to live, and continues its relationship with the Veterans after home delivery to assist them with rebuilding their lives.

HFOT builds homes as a departure point for these Veterans to rebuild their lives, and once again become

highly productive members of society. Empowered by the freedom a mortgage-free and specially adapted home brings, these Veterans can now focus on their recovery and returning to their life's work of serving others. Many have embraced their roles as motivational speakers, sharing their messages of persevering through adversity with groups and classrooms around the country; others take to a national platform to promote awareness of Veteran suicide, homelessness, and PTSD. HFOT has built 214 specially adapted homes nationwide to date and from review of the website, they have 76 currently underway.

These homes feature over 40 major special adaptations including roll-in showers with digital temperature control, roll-under counter-tops, cook tops, and sinks, keyless door entry, and many other features as required by the Veteran's individual needs.

Dick Anderson and I went to their office in May and were graciously welcomed by all. Their office is located in an old Woolrich store front in downtown Taunton, MA. They provided a tour of their office and sat down with us to brainstorm on how we can help each other's organization succeed and prosper. My most poignant part of our tour was the pictures that hung on the wall. It was pictures of Veterans and family members in their new homes and the opportunities provided to them. Some

of the take-a-ways from our meeting consist of hoping to get HFOT representatives to a DE event later this year so they get an opportunity to see one aspect of our club and be present to offer information to our members. Every year one of HFOT's supporters hosts a 5K fundraiser in Andover which we can support them at. Please email me (klarson41@gmail.com) if you have any other event recommendation.

HFOT has 3 extra special days for each Veteran during this process. It starts with a Community Kickoff event in which the Veteran is introduced to the community and the housebuilding begins. During the building process, there is a Volunteer Day to help with landscaping. Lastly, there is the Key Ceremony in which the house is officially transferred over to the Veteran. A number of pictures throughout the office show the Veteran's raising the American flag at their homes for the first time. We will be working to have opportunities in these events for homes being built in our region. There is currently a home being built in Freetown, MA for Army Sergeant Chris Gomes. Please read more about SGT Gomes at <https://www.hfotusa.org/building-homes/veterans/gomes/>

Please keep your eyes open for future announcements for events in which NER-PCA will be able to help Home for Our Troops and their wonderful cause. And please visit their website to for additional information <https://www.hfotusa.org/>

Palmer Motorsports Park Report June 10-12

After a decidedly rocky outlook a month before this event (with only 56 confirmed drivers and a waiting list of 28 students on May 10th) things improved dramatically over the next few weeks. By the time the event started we had 129 confirmed drivers including 45 students with NO ONE left on the waiting list. Clearing the waiting list at this event was thanks in large part to 17 instructors who volunteered to take two students at the event. Everyone who loves the sport, especially the students who were confirmed into the event during the last couple weeks, should be thanking their instructors for all that they do to support these events. We even added several last-minute participants during the event bringing the totals to 136 drivers and 47 students. On a personal note, while it was rewarding to send out the confirmation email to the last driver on the waiting list, it would be a lot less stressful for Dick Anderson (NER Chief Instructor) and me if we could get more instructors to sign up and to sign up earlier!

Friday June 10th was an Advanced Day for advanced drivers and instructors only (White, Black and Red run groups). There were 60 drivers registered for Friday and they made the best of a good situation. We started with two 30 minute runs, first for the Red (Instructor) run group and then for the combined White and Black run group. Following that we went to an open track format in which any driver could go on-track at any time with a restriction of staying out for no more than an hour at a time. With a little diligence drivers could get 4-5 hours of track time on Friday if they wanted. During the open track period we only cleared the track twice, once at Noon for lunch and then at 5PM when the track went cold for the day.

Saturday and Sunday consisted of full DEs with all run groups participating. Saturday morning was dry and chilly (53 according to the Cayenne when I left the house for the track). After a cloud burst over lunch the afternoon saw us working with a wet track. The wet track provided

students and solo drivers alike with an opportunity to back off a bit, concentrate on getting the line right and hitting all their marks precisely.

At Saturday morning's drivers' meeting John Dunkle, in his Instructor Development role, announced three newly minted instructors; Bill Ayers, Kristin Larson, and Norbert Martell. All three were assigned students for the remainder of the event. Congratulations to each of our newest instructor development program graduates and I'm looking forward to you signing up and instructing at the rest of this year's events.

When the track day ended on Saturday we had a dinner catered by the track. The menu consisted of pulled chicken, Asian pork tenderloin, sausage peppers & onions, bacon-infused baked beans, steamed broccoli, sweet rice with toasted almonds, a salad dish, and whoopie pies for dessert (home-made and very good). The food was good and enjoyed by drivers, guests and track personnel that attended. It was served buffet-style in the classroom (to avoid any possible rain) with ample seating under the big tent in the paddock. As the dinner was BYOB beer, wine, soda and water were provided by the attendees.

Sunday dawned dry and about 10 degrees warmer than Saturday. With slightly fewer drivers than on Saturday the student run groups were a bit more open, particularly Yellow/Blue which was the largest group of the event. At lunchtime on Sunday we decided to make a change to the schedule that would have allowed some students and instructors to start packing up and head home early to perhaps miss some of the weekend traffic on the local highways. Unfortunately, due to the lack of PA speakers by the garages (which are new for this year) not everyone got the message and a few drivers missed some track time. My apologies to anyone impacted; I will try to make decisions such as that earlier in the event or day and get the message out to all participants.

There were many check rides given during this event. Congratulations to

the following drivers who received promotions during the event. Promoted from White to Black – Ivan Burns and Dennis Schindler; Blue to White – Brenda Marchwicki; Yellow to Blue – Justin Becker, Tom Bigony, Chris Geldmacher, Alex Grilli and Andrew Kenney; and from Green to Yellow – Eric Buehrens and Evan Hutker.

All in all our first event at Palmer for 2016 was a success and I'm looking forward to our September event back there. We have room in all run groups for the September event though we are currently running a waiting list for student registrants. If you're a student (Green and Yellow run groups) thinking about going I recommend registering and paying as soon as possible. The sooner you pay the higher on the waiting list you will be, an important factor if we don't get enough instructors to clear the list.

Hope to see many of you at Mont-Tremblant (NER event) July 4-7th, Palmer (NCR event) August 6-7th, Watkins Glen (NER event) August 12-14th, Palmer (NER event) September 23-25th and at NHMS (NCR event) October 15-16th!



Staging



Driver's Meeting

POSITION AVAILABLE - PORSCHE TECHNICIAN



European Performance Engineering, Inc. (EPE), located in Natick MA, is a premier, independent Porsche-only service facility specializing in all phases of service, repair and customized modifications to street-legal and purpose-built race cars. Since its inception in 1984, EPE's client base of discerning Porsche owners has grown into one of the largest and most loyal in New England, a testimony to our commitment to providing the highest and most comprehensive level of service in the region. We take great pride in our success to develop and maintain long-term relationships with our clients.

EPE provides an unique work environment offering exposure to all models of Porsche automobiles built over the past six decades. Our modern, state of the art 6500 square foot facility is a clean, well-lit shop that provides a pleasant workplace that is also conveniently located. Our experienced staff of highly talented technicians share a passion for Porsche vehicles and a common goal of total client satisfaction.

We are looking to add a technician to our team who has this same level of dedication. This person must have

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- An attention to detail
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- Enjoys direct interaction with clients

In addition to being a self-motivated team player with an energetic work ethic, the successful candidate must have a neat appearance, a valid driver's license and is at least 18 years old.

We are looking to hire either an experienced technician or an exceptional entry-level candidate - an individual who we feel will best fit into our team and be a valued contributor to EPE's continued growth. In addition to highly competitive compensation based on experience, additional benefits include

- Overtime opportunity
- 2 weeks of vacation after one year of employment
- Health insurance contribution
- Company apparel

No phone calls...Interested candidates should send your resume or a similar document via USPS or email detailing your qualifications (and work history?) to Jerry Pellegrino, EPE's owner.

Qualified candidates will be contacted to schedule an interview. Unscheduled interviews cannot be accommodated.

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Meet Ansel. No, he's not my significant other. But I did discover him online, after a long, long search, and he's definitely the one. He got posted on porscheusa.com last October, and was just waiting there for me to find him. And I'm so glad I did. Thanks, Jeff Leeds, for giving me the lowdown on that website. I needed to find a truly special car, and I finally did. Thanks also to Dennis McGurk, for the many hours of your life spent researching/looking at/driving potential replacements. At any time you could have said, "Oh, for goodness sake, just buy something!!!" But you didn't.

So yes, it's a "he", and that's because this car isn't pretty. It's incredibly handsome. So no Susie or Buttercup here. Ansel is an old German name which means "helmet" or "God's protection". Both are good. Ansel is an arctic silver 997 with everything I wanted and nothing that I didn't. I have to admit the holdup was the search for carmona red metallic, but that's like finding a needle in a haystack. A little trivia here: Most 911s are driven by men, and I was told around 43% order black 911's from the factory. Ho-hum. So if you're looking for a pre-owned, and like cool colors like reds and greens, it's a little tough.

Ansel was shipped up from Hendrick Porsche in Charlotte, NC. The Hendrick Motorsports family is well known in racing circles down south. They value their reputation, so the car arrived even better than advertised. They sent me a booklet showing the 168 point inspection they did on the car and the new wipers, front tires, oil change and detailing they threw in after the price was negotiated. So, if you find a car you like at Hendrick, just buy it. It will be a good experience.

So, how to combine a 'new' car, a new driving season, and an annual road trip to Vermont? Yes, the Porsche Parade! I'd never been to a national event and here it was in Vermont! So the planning started. We ended up staying in Stowe at the newly opened Field Guide Boutique Hotel on Mountain Road. It was a great place to stay and I highly recommend the place. It's very close to

The New Kid on the Block Heads to Porsche Parade



Ansel arriving at the 61st annual Porsche Parade



157 beautiful Porsches on display

Copy and Photos by Virginia Young

town. It's quite unique, but in a good way. We had a suite which was spacious and lacked for nothing. I think it's the nicest place I've ever stayed in Vermont and do plan to return in September for the British Invasion. Field Guide has an outdoor theme, and it's funky, artsy and techy all at the same time. When you check in, they hand you an iPad for all information/inquiries about the hotel, Stowe, and the universe in general. We commuted daily to Jay Peak from Stowe on route 100. It took just about an hour. Those drives turned out to be a highlight of the trip. Porsches of all varieties were traveling up and down the hills in both directions. Apparently a number of us were staying in Stowe. And because everyone was enjoying the sunny day and the beautiful landscapes, they happily waved, flashed lights, or honked their horns. It was great.

Interestingly enough, it was the flashing lights of Porsches on the road that inspired a man named Bill Sholar to start this amazing club of ours sixty years ago. Bill, who lived in the DC area, bought a new 356 coupe back in 1953. After a year of passing/greeting other cars on the road, he decided that a personal meeting would make a lot more sense than a silent greeting. Since the original cars were not as reliable as today's models, he wanted to establish a group to discuss the positive and not so positive aspects of their cars. He advertised in the August 1955 edition of Sports Car Illustrated for members. Thirteen prospective members showed up at his house for the first meeting in 1955. Twelve were accepted, but one drove a VW, so he was politely asked to leave. (A Porsche is still required today.) The first Porsche Parade was in Maryland in 1956. The highlight of that national gathering for the 64 PCA members in attendance was having factory service representatives there to give those needed technical tips. We've come a long way in a relatively short period of time. We now have over 100,000 members over 13 zones with 144 local regions within those zones continuing the tradition of tech sessions, driving opportunities and socializing.

Another highlight from my Parade experience was meeting and conversing with Vu Nguyen, our national executive PCA director. When I was membership chair for our region, he was my go-to person for answers. I communicated with him

by phone and email, but I never had a face to put with the name. He took time out from his busy day to sit down and chat with me. He and his professional staff did a great job organizing this very large weeklong event. The many volunteers from different regions deserve kudos as well. They were all so cheerful, even in the heat of Monday. Thank you Ann, PCA volunteer from Franklin, MA for spending so much time finding me the shirts I needed in the goodie store. Ann and her husband drove up in their older 1986 911 rather than their newer Boxster. They broke down out on route 100 and quickly discovered that repair shops for high performance cars were a rarity in the Northeast Kingdom. Opening such a shop would have you competing with the Maytag repairman for the loneliest guy in town. No money to be made there, so the lack of resources is understandable. I noticed that it was hard to even find a gas station with 93 octane fuel! I found myself silently grateful that Justin Becker, owner of South Shore Autoworks, had checked my car out a few weeks beforehand. He's my mechanic of choice and you couldn't find a nicer, more knowledgeable Porsche guy anywhere. I appreciate what he did to try to resuscitate Lucy (996) and all of his support. Consider going to him for repairs if you are anywhere near the Kingston, MA area. He is right off route 3. Ansel ran like a charm.

The big event on Monday was the Concours with 157 very clean cars displayed on the resort's golf course. Anyone could come in to view the Concours. You didn't have to be registered or even be a PCA member. The cars were separated into two locations by age, and both areas had plenty of admirers throughout the day. We noticed there were just as many members having just as much fun viewing the other 650 not-quite-so-clean cars in the parking lots. Many great conversations got started in the parking lots. My favorite members were from Alaska, Los Angeles and the Bahamas, so I probably won't be seeing too much of them, but it was enjoyable nonetheless.

Hopefully the weather prevailed as

the week went on. It was fine the whole time we were there. Of course, the usual pollen and pine needles were a nuisance, so a daily car shower was necessary. That white stuff floating around was interesting. It's actually cottonwood, but the locals called it 'summer snow'. That made me laugh.

There was a lot going on all week, but I have a feeling that Tom Tate will be writing a lengthy and very humorous article for your reading pleasure. He was there for the entire week with his grandson Louie, so he'll have the lowdown on it all. Perhaps Roger Slocum will, too. Or Charlie and Martha? The Northeast Region was represented fairly well.

I hope you're enjoying your car. Get out there. The season is always too short.

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nice part of the fall season and hopefully we'll have top-down weather for this fun event.

Stan reported on Driver's Education activities and everything seems to be in place for the remaining DE events for 2016. Stan and John Dunkle visited the new track in Canaan New Hampshire to assess the facility and consider adding it to our DE track roster. They will invite 20 of our seasoned DE Instructors to test lap that circuit and make an evaluation. Stan also mentioned that the most recent event at Palmer costs didn't quite break even and we need to consider a small price increase to cover revenues.

Bob presented his Treasurer's Report by email and the Board voted to approve it.

I raised the subject of our now defunct Goodie Store and agreed to

push to get this back in operation. I've contacted Susana Weber about implementing this and we will be working together to make this happen. Kristin commented on the lack of track shirt giveaways for DE and this will tie in to my work with Susana.

Steven and Laurie presented their report on Membership activities and declared that we now have 1703 primary and 943 affiliate members for a total of 2,646 with 21 of these being new members and 3 that transferred in and 1 that transferred out. Nor'Easter renewals hold at 716 and renewals for 2016 will close out at the end of June. Mailed checks still accounted for more than 50% of Nor'Easter renewals this year as we just recently transitioned payment to MotorsportReg.com but to the relief of the Membership Committee, everything will be online next year.

We hope to continue our efforts to get the area Porsche Dealers involved with promoting the PCA as it's truly to their benefit as well. We may attempt to set up an online survey for membership to get help from their feedback

At 10:05 PM I motioned for the meeting to adjourn and it was heartily seconded.

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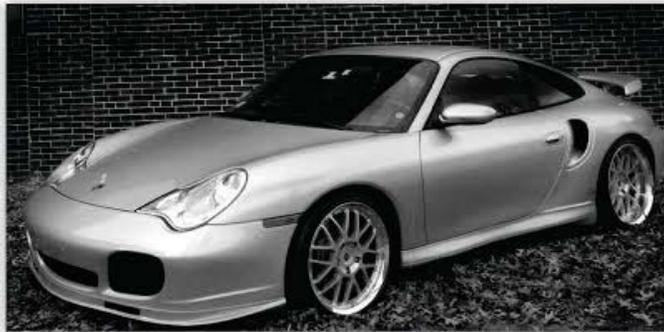
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looking for a Porsche crest that I could use on a 911 center cap when I came across a black leather key fob with the correct crest on it. It didn't have a pin in the back of it so it wasn't going to work for my application but the price really caught my eye. They were \$5 each with free shipping, even from China that qualified as a bargain. I ordered one. It took about a week but when it arrived it came in a neat little box from Porsche Design. I don't know if it fell off a truck or the seller was the original manufacturer but these were the real deal. I went back on line and ordered a dozen. Hershey was coming up and I was going to need gas money to get home.

They were a big hit at \$15, \$10 as the



day worn on so I went back for more figuring that I could be a hero for \$5 when someone takes a P car out of my driveway.

The 914 needed some attention after an autocross last weekend so I went back to the internet to look for some parts. As I was leaving the driveway on Sunday morning I reached up to adjust the rear view mirror and it came off in my hand. They are attached to the windshield with a two sided sticky pad and they don't last forever. The last one I put on was at

least 15 years ago so I can't complain but the timing wasn't good. As I was leaving Ft Devens at the end of the day I put the removable top in the rear trunk and the rubber hold down for the top broke off. It was 40 years old so no complaint there either.

I knew the adhesive pads were cheap so I went on Ebay and found one with a buy it now for less than \$4. The shipping was more than the purchase price so I went down the list until I found one at \$6 with free shipping. Done.

The rubber hold down piece is a Factory/Dealer item so I went to Porsche vendors. Automobile Atlanta, my friend George Hussey, was first and he wanted \$23 plus shipping. Pelican Parts was next up and they only needed \$18 each. Shipping was about the same for both so Pelican got the order for two. I figured if one broke (ozone and all that stuff) the other would be close behind. After I hit the Paypal button I thought to look up the price of an adhesive pad just to see if they were any cheaper. Oops, the Pelican price was \$1.95 and it probably would've shipped in the same box with no increase in cost. Oh well, \$4 lost won't kill me but I did feel foolish for a couple of hours.

I guess they can't all be bargains but I'll be more careful in the future.

KTF

THOUGHT there might be food.

Chris and I shopped, and people watched. He got a drink, and I found some shade. The others decided to get food from a vendor, and so we hung out in the crowd for about 1/2 an hour before gathering up to move on down the road.

We started our bike, the others theirs, but Dan (poor Dan) couldn't get his bike to turn over. It was a 90's Harley Davidson, and that engine had no interest what-so-ever in turning over.

After some fiddling, a jump, several questions from the other bikers, as well as advice, Dan called AAA.

Let's just leave that at nightmare status. Did you know a bike isn't a vehicle?

By 4:30, there was no word from, or sign of a tow truck. I suggested a U-Haul, and that search began in earnest.

The temperature dropped 20 degrees, and now my tank-top was completely inadequate, no matter how cool I looked.

At 6:00 PM Dan pulled up in the U-Haul from Saco, and at exactly the same time a flatbed arrived from AAA.

Needless to say, curse words abound.

Sweatshirts were purchased, bikes were loaded up, my block party ship had sailed, and my sunscreen wasn't the SPF it promised to be. I was freezing and sunburned at the same time.

Dan took off in the truck, and the 4 bikes left mounted up at six freakin thirty to head back to Revere.

We stayed in formation, and all-in-all the ride home was really nice. It was twilight, and we took the ocean road with the view, which was magnificent. I was warm in the sweatshirt, and full face helmet (which the others had made a bit of fun of, but who's laughing now suckers! I had a warm nose!)

I pulled into my driveway at 10:15.

Except for the Dan incident, I have to grudgingly admit, it was a good time, plus I got a new sweatshirt!

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