



# THE NOR'EASTER

JUNE 2016 JUNE 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.



508-651-1316

165 West Central St. Natick, MA

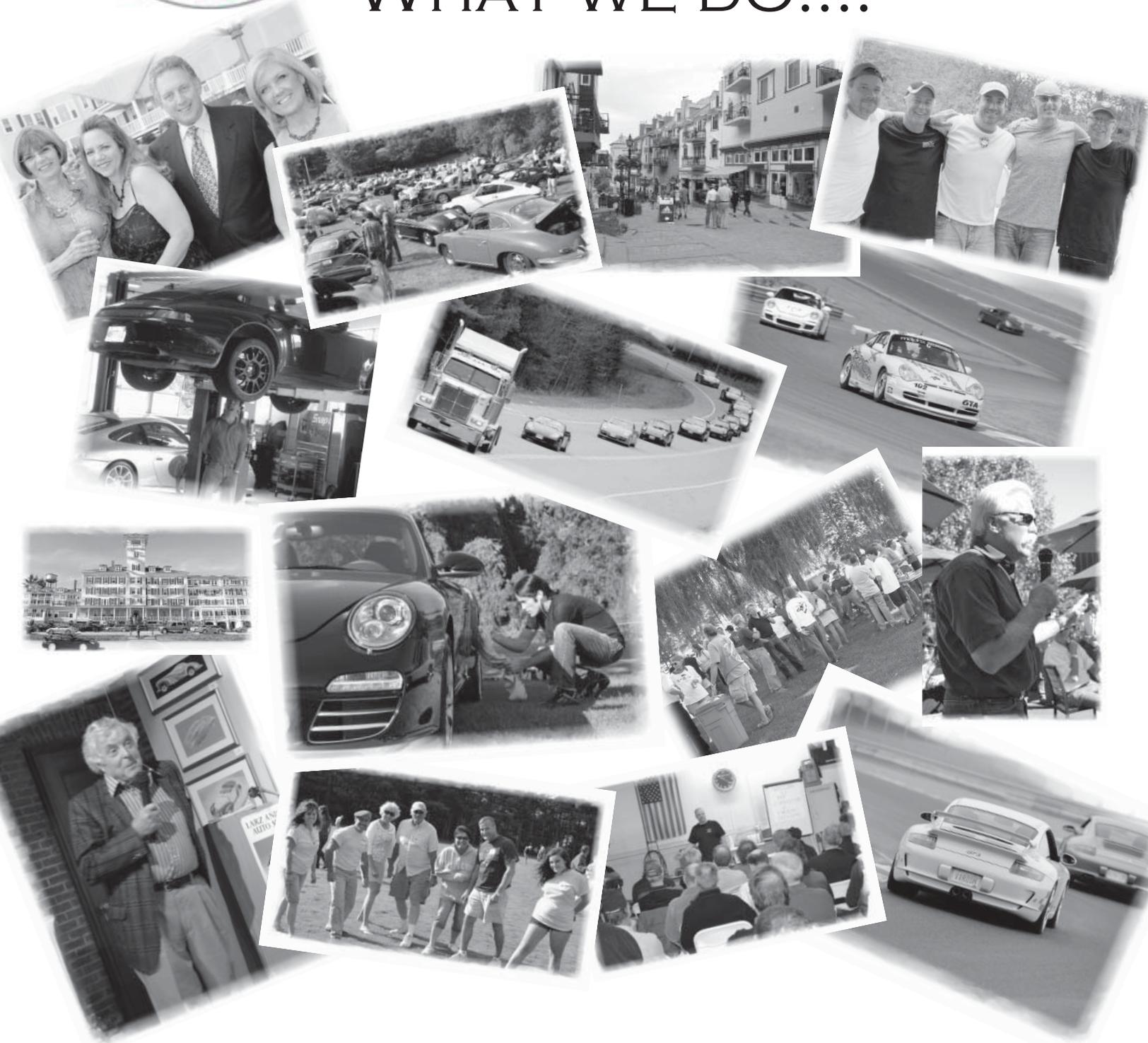
epe.com

# WHO WE ARE....

# PORSCHE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 44  
ISSUE NO. 6

JUNE 2016 JUNE 2016

## FEATURES

14 **DE at Thompson Speedway**

16 **GERMAN Car Day at Larz Anderson**

18 **AX #2**

20 **NER goes to Le Circuit Mont Tremblant**

22 **AX #3**

23 **NER at Watkins Glen International**

24 **The Hack Mechanic Visits NER**

26 **TECH SESSION AT EPE**

28 **Newcomers Meeting**

30 **AUTOCROSS SCHOOL**

34 **2016 New England Ramble**

32 **May 13th SoBo**



26



28



30

## DEPARTMENTS COLUMNS COVER

- 10 Anniversaries
- 14 Calendar
- 49 Marketplace
- 50 New Members
- 50 Board of Directors and Committee Chairs

- 6 On the Edge
- 7 Zone 1 Events
- 8 Four Speeds & Drum Brakes
- 9 The Long and Winding Road
- 10 Minutes Of The Board
- 11 Sign Me Up
- 12 Don't Lift
- 13 Around the Cones



**Cover Photo**  
Courtesy  
Richard Viard

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



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

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

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

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

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

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

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

All checks payable to NER/PCA  
**Advertising Rates**  
Full page - \$104/issue  
Inside front & back cover, full pg. - \$144/issue  
Back cover, 2/3 pg. - \$114/issue  
Half page - \$83/issue;  
One third page - \$68/issue  
Quarter page - \$52/issue  
Business card - \$37/issue

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

# On the Edge

## of Death



Adrienne Ross

It's been quite a year. One for me that has been a bit on the QT, but nonetheless, quite something, and I hope to be able to expound a bit more in future columns, but for today, we're going to focus on my latest adventure... I joined a biker gang! I mean club – they want me to call it a club...

Whatever, it's a biker gang. It comes with patches for the back of my leather VEST, (just FYI – club patches never go on a jacket, only a vest). I kinda want to put one on my fire suit. (I am seriously the coolest person I know!)

Oh, and I didn't actually join yet. Not

***I think I have blacked out most of that drive, except maybe the 4 or 5 people who seemingly tried to kill us.***

technically. There's some sort of initiation. NO! NOT LIKE THAT!!! Some ritual that I will survive, and not be scared for life from. And, also, well, I'm the girlfriend. It's kind of like being an associate member of the PCA, without the cool cars, and I don't actually own a motorcycle.

Why you may ask? Why don't you own a motorcycle Adrienne? Because when I was 15, I got on the back of my best friend's brother's bike, and a car hit us. HIT us. Specifically crushed my knee between the bike and the car. That was it – never again.

And so when Chris (the actual member of said gang... club, club I'm sorry!) wanted to take me for a ride on the motorcycle, I couldn't say "no," I'd already sewn the patch on the back of my vest!

So we met, at Cracker Barrel in Tewksbury. I brought my racing helmet (this is not a good look on the back of a bike, just so you know). I climbed on behind the person I trust more than anyone else in the whole world to take care of me, and off we went.

I had planned a nice little route down 133, to 114 to a leather store we like, and back. But when 133 met 93 south, he put on his signal...

"We're not getting on 93???" I was completely panicked.

"We're not?" he shouted over the bike, and then merged onto the highway.

This was seriously not OK with me. All I could do was hang on and pray. He edged over into the middle lanes, he sped up, and every muscle I didn't know I owned was so tense you could have used me as a cutting board for meat, and not made a single chip. I was like marble.

I tried to relax, I really did, but all I could see was pavement going by at 70 miles an hour one foot from my feet, and 35 inches from the rest of me. The very, very fragile, rest of me.

I wanted a roof, I wanted a cage, I wanted a frame. Whatever it took to be between me, and that very unforgiving pavement going by at a shocking rate underneath me.

I knew, deep down he wouldn't let any harm come to me, but the other 10,000 people all not paying attention, texting, eating, and speeding couldn't give a sh&t less about me, and it was terrifying.

Then, we got onto 128...

I think I have blacked out most of that drive, except maybe the 4 or 5 people who seemingly tried to kill us.

We did arrive however, in one piece, I'll give him credit for that.

"That bad huh?" he asked on dismounting.

"Worse."

We shopped, and a very pretty pair of black and silver cowboy boots in my size made up for a lot of the terror, and went a long way towards unfolding my shoulders.

"We'll take your route back, OK?"

I was mollified, and a little less scared. "Yes please, thank you."

And we did. We took 114 to 133, and it was really rather nice. Without 3 other lanes of traffic trying to merge into you, and at a reasonable speed, the bike seemed OK. But as a driver, I've been trained to think about all your escape routes. What will you do if something

goes wrong? Where will your hands be? Your feet? Your eyes? I've even practiced shutting down the car, and getting out of the harness, and cage in under 10 seconds. But on the bike, there's nowhere. If something goes wrong, it's you and whatever gear you have to protect you.

So I'm going to give a little shout out, for me, and all the other bikers out there this season – please, PLEASE check twice. Please don't cut off, or tailgate the bikers. You have 3000 pounds of steel between you and him. He has the girl on the back.

## In This Issue...

**W**OW! The issue is bursting with news! I even held a few stories back for next month, so be sure to tune in!

This month we get to learn about the Hack Mechanic from the Hack Mechanic! Rob very graciously wrote the report on the event from his POV. He's a VERY good guy that Rob! Fond him on FaceBook, and be sure to buy lots of his books and give them as gifts!

We had an AutoCross school, and the report is written by a first timer! We went to Newcomers, and learned about the club, and we went to visit the good folks at EPE, the report is inside.

And it wouldn't be June if we weren't reporting on the Ramble! Check out the pics and story from our new Ramblemeister! A special and heartfelt thanks to Bruce and Joyce, for making the Ramble the special event that it is. You two have given many many dedicated years to the Club. Thank you.

And what would a summer issue be without a SoBo report. You should go to one! All the cool kids are doing it!

Enjoy the Issue!

# One Track Mind

## On Demand

**W**hile on vacation recently (I can hear choruses of “Vacation again, don’t you ever stay home?” in the distance), I read The Boston Globe on-line every day and was amused by a “tongue-in-cheek” article written by Beth Teitell of the Globe staff. In it she writes of five safety features now available on most new cars but further suggests that they should have Boston options for our notorious drivers. It was an amusing article and I’d recently had firsthand experience with one of those features she lampoons - Automatic Emergency Braking. I was driving down Route 1 in

***I had occasion to rent a Mustang convertible - my teenage dream car – recently. I was seriously let down.***

traffic one evening, shortly after buying my Audi RS5 when out of the blue, the brakes were applied super aggressively, - not by me, but by my car! It scared the hell out of me as well as the guy on my rear bumper. Apparently, the on-board radar calculated my closing speed relative to the slowing of the cars in front of me and concluded I was a “run-away train.” I admit that I am a little more aggressive than your average driver (I am a Porsche driver after all), but this was serious overkill. Needless to say, the next day, I pored over my owner’s manual and learned how to override that alleged “feature.” The Audi with its Proximity Warning feature also beeps incessantly as I back out of my garage to remind me that there are walls around me and that there is a stone wall to my left (I knew both of those things). It has a High Speed Alert in case I want to know if I’m speeding (I don’t) and a Blind Spot Monitor which is probably the only useful feature installed - ah, technology. Protecting people from themselves – what a concept!

The Wall Street Journal’s “Rumble Seat” columnist, Dan Neil, recently wrote an article about the 2017 Porsche Targa 4S. In it, he goes on about the 993 series of

Porsches and the impressive appreciation of many of them into six-figure territory. He segues into Porsche’s new strategy of twin-turbocharging all 911’s “in an effort to reduce emissions” (yeah, right, OK maybe that has a little to do with it) while lamenting a muting of the familiar sound of a 911 (really?). Further, and interesting to me, is his prediction that normally aspirated 911’s will now appreciate in value. Only time will tell.

I had occasion to rent a Mustang convertible - my teenage dream car – recently. I was seriously let down. Yes, I know it resided in a rental fleet but even so, the preponderance of plastic and rattles galore (it had only 3000 miles on the clock) was disappointing. On the plus side, was the ease of lowering and raising the convertible top and the neat “Gallop Mustang” ground projection (from a lens on the bottom of the driver’s side mirror) when unlocking the doors at night. Gas mileage wasn’t bad at 20 – 21 MPG even though it was such a “boat” to drive. On balance, a good car to rent but we enthusiasts are a tough crowd to satisfy.

Finally, we’re a dynamic organization and some change is a foot. Our Ramblemeisters of 16 years, Bruce Hauben and Joyce Brinton, have ceded their position and passed the baton to Dennis Friedman who vows to carry on the tradition in similar fashion. Many thanks to Bruce and Joyce for their years of service to NER, not only for their work on the Ramble but for Bruce’s years as President and Track Chair with Joyce at his side. . . Stay tuned for more changes in the Track Committee, and our charitable endeavors.

See you next month.

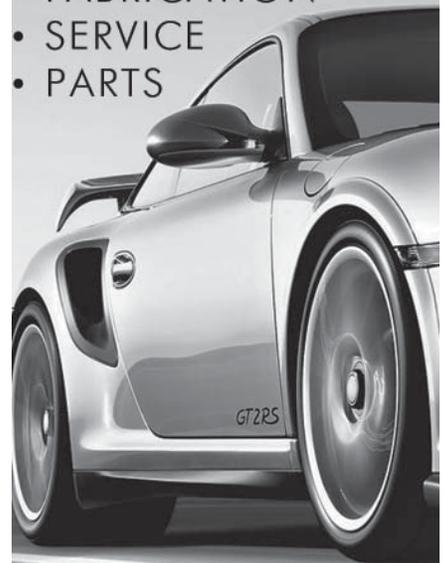


Dick Anderson

QUALITY SERVICE  
& PERFORMANCE

call the experts..

- CUSTOM TUNING
- MODIFICATION
- FABRICATION
- SERVICE
- PARTS



**Musante**  
MOTORSPORTS

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

# Four Speeds & Drum Brakes

## Getting Things Done



Tom Tate

Once the heavy lifting of getting a vintage car on the road is done the best part is addressing the details. It's all the little things that make this hobby so interesting. For me anyway, chasing the little things just makes my day.

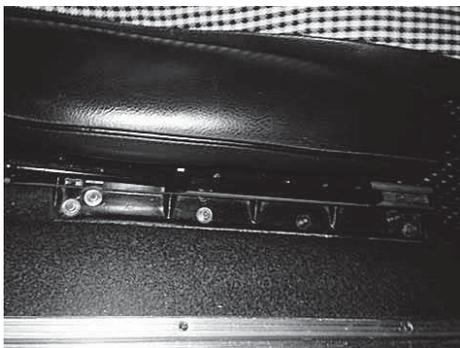
I'm sure that many of the things that I chase are never noticed but as they say "I'll know". Things like :

1. Using the correct nails to tack the carpet up under the dash in a 356. Didn't know they used nails driven through the carpet and into the metal panel? Of course not, they can't be seen when in place. But they're strange little sculptured nails that

***I guess we all do that a little, like mowing the lawn because you don't want to get on the ladder and clean out the gutters.***

look like US strong hold nails, you can't buy them here, they're German.

2. Putting all the metric allen bolts (14 per seat) up to the wire wheel to clean them off one at a time so that when you open the door to the 911 and look down at the seat rails they all look clean. Don't forget the washers that go under them too.



3. Cleaning the aluminum strips and phillips screws that are the first thing you see when a 356 door is opened. Reproductions are too shiny and Ace Hardware screws are the wrong size. Originals have

to be used but not until they each have been introduced to the wire wheel or a 001 steel wool pad.



4. Spending a couple of hours sitting in front of the headlight buckets cleaning the paint over spray off the headlight wires. Wires that can't be seen once the headlights are in place.



5. Attaching the license plate on the 911 with American allen bolts after trying three other fasteners to get just the right look with a degree of security.

While these jobs are time consuming it isn't like I'm missing anything on TV, besides, now days I really don't watch anything that isn't recorded since spending 26% of the viewing time watching commercials really tests my patience. I guess it is

still the sense of accomplishment that I get when these little jobs are done that keep me going. Even if I have to do the work more than once to get it right it gives me a good feeling.

These little jobs also let me put off jobs that I don't enjoy doing. I guess we all do that a little, like mowing the lawn because you don't want to get on the ladder and clean out the gutters. Or emptying the dishwasher because you don't want to clean out the refrigerator. You know it all has to be done, it's just placing the jobs in the order you want that gives me that feeling of control that I need.

The Speedster started leaking brake fluid from the brake master cylinder during its winter sleep and so that was one of the jobs on my repair list. I gave that a lot of thought, probably too much, and considering the amount of work it appeared to be I put it on the bottom of the list. There are few things that I like to do less than brake work. I think it's working with brake fluid because it's slicker than oil, dangerous around painted objects like fenders, and spills are really tough to clean up. After all the other jobs got done, including installing the European heating system on the engine and putting said engine back in the '65 that followed me home from SC, I finally got to it last week.

*continued on page 48*

MIKE NOONAN

(781) 324-9831

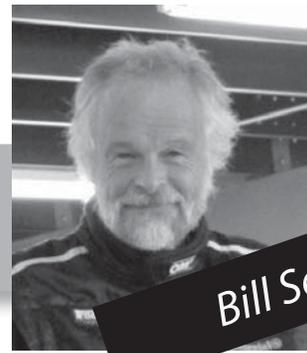
**MIKE'S**  
A U T O B O D Y  
O F M A L D E N  
E S T . 1 9 8 7

251 BROADWAY, MALDEN

EUROPEAN & IMPORT SPECIALISTS  
PREFERRED INSURANCE REPAIR FACILITY

# The Long and Winding Road

## Autocross Rocks DE! (and some tire observations)



Bill Seymour

NER's first DE event of the year (reported elsewhere in this newsletter I'm sure) just took place and it featured heavy participation by the NER autocross contingent. For openers I counted 16 AX'ers on the roster and I'm sure I missed someone. More importantly, our Track Chair Stan Corbett asked me and Dave Berman to run a car control clinic (similar to our Autocross School) for the Green DE students. So on the morning of the first day, each of the Green drivers gave up one track session and did

***Special thanks to Chris Ryan and Alan Donkin who went from Green DE Driver to Car Control Instructor and back to Green DE Driver all within the span of a morning.***

two exercises on Thompson's skid pad area. Frankly I was a little concerned that they would prefer to just get out on the track and get what they paid for, but the feedback was overwhelmingly positive. Yes, Stan, you were right. Special thanks to Chris Ryan and Alan Donkin who went from Green DE Driver to Car Control Instructor and back to Green DE Driver all within the span of a morning. And to advanced drivers Walter Lunsman, John Dunkle and Igor Prokopiw who gave up their morning DE runs to help out as well. Our students were an interesting lot with the usual Boxsters, Caymans and Carreras but we also had a Panamera and a V-12 Aston Martin. And I will tell you that on a cold, misty morning, I managed to take more than one ride on the nice Connolly hides with seat heaters. (Further note, the Aston and Panamera seemed to keep up pretty well on the track as well.)

But the event went downhill from there for me. I didn't bring a car for Thursday since I was doing the car control thing in

the morning and rain was predicted for the afternoon. I took my student for a ride in the Jamaican Bakin' BMW and noticed some rubbing and vibration (which turned out to be a sloppy steering rack – not a show stopper but will require a replacement before the Watkins Glen race in late May). With a student, a wet track and car concern, I didn't exactly burn up the track. I hoped for more excitement on Friday but that turned out to be even worse. Kristin Larson (region Past President) and Dave Berman (Lemons teammate) were staying at our house Thursday night (as Rosemary was dog-sitting Cam, the Larson-Berman's dog) and we had a nice dinner while Dave and Turbo (our dog) took a nap on a shared pillow.



*Dog tired after a day at the track.*

The following morning Dave helped me load the Miata onto my trailer and the ramps jumped, causing the poor thing to land flat on its belly on the trailer. We were able to nurse it off with damage only to our egos but we should have left it at home. I got about 3 laps into my first session when smoke filled the cabin. I pulled off and hastily exited the car causing them to black flag the group (sorry!) but no fire appeared and the car was towed back to the pits. The o-ring in the oil filler cap looked suspect and a replacement was easily obtained from a local auto parts store for \$5 (love those Miatas!) but the next time out

yielded the same result (without the black flag as I drove back in). It appears that there is a hairline crack in the cylinder head (that reaches into the oil gallery) where the after-market supercharger is attached using a bolt hole for the engine removal bracket (so I was stressing a part that wasn't part of the original design) – ouch, that's a nasty sentence both in grammar and financial consequence. But I can't complain as I have been pretty lucky with no serious car problems before this.

The other topic for this month is tires. There is no subject that separates the "car-demented" from the "normal rest of the world" than tires. When the subject of tires comes up I glow and Rosemary leaves the room. Feel free to stop reading at this point if you are normal. The tire subject for today is the new crop of 200 treadwear performance tires. At autocross, the class structure historically has been based on using "race tires" (treadwear rating less than 140) or "street tires" (treadwear 140+). Then the newer endurance races (like the 24 Hours of Lemons) began to mandate tires with 200 treadwear or higher. Tire manufacturers rate the treadwear themselves and I'm sure they wouldn't think of cheating. But it did seem suspicious that Dunlop Direzza Z Star Spec tires (which were the hot set up for autocross three years ago) were rated 140 but their successor ZII Star Spec were rated 200 and even stickier. Hmmm. Last year the darling of the autocross crowd was the Bridgestone RE71R and this year people are raving about the new BFG G-force Rival S, both (of course) rated 200. Our Lemons team has been very happy with the Direzzas which offer consistent grip and easily last for a full 14.5 hour race but we thought we'd try the Bridgestones and, what a surprise, we were all almost 2 seconds per lap faster at New Hampshire on them with no other changes

*continued on page 48*

# Minutes of the Board

## May Meeting

The May board meeting was hosted by Steve Ross on the 11th of May at the Morse Tavern in Natick Massachusetts. Other attending board members were Dick Anderson, Bill Seymour, Steve Ross, Steven and Laurie James, Kristin Larson, Adrienne Ross, Bob Cohen and me. Also in attendance were Stan Corbett and John Dunkle who attended to advise and assist the board with matters concerning the NER Driver Education (DE) program. The meeting was brought to order at 6:55 p.m.

Dick started off the meeting with the announcement of a revamp of the NER DE track committee leadership which will be implemented as the DE season progresses. Dick plans to stay on as Chief Instructor through 2017 but other candidates are being considered and vetted. Stan will transition his duties as Track Chair to John Dunkle (former NCR Chief Instructor) and move over to the DE Registrar position. Bob Kelliher's position as Chief of Instructor Development will be transitioned to Ann Anderson. Peter Tracy will continue heading up Novice Development.

On a different note, Dick also mentioned the need for a Social Chair position for which Adrienne raised her hand as yet another thing to volunteer for. Discussion ensued regarding our website including email notice improvements for club activities. I will be spearheading getting the "Goodie Mart" back online and welcome any suggestions to facilitate this. The idea of obtaining individual business cards for the board members was floated about the group and generally approved.

Steve Ross reported other activities and brought up a boat tour of the Essex River for club members is still in the planning stages. Also, the club is hoping for a strong Porsche presence on at least one of Stow Minuteman Airport's Wings and Wheels German car cruise nights. The annual Concours d'Elegance will

be at the Endicott estate in Dedham in early October and we extend our warmest thanks to South Shore Autoworks in Kingston, Porsche of Westwood a member of the Prime Motor Group, and Unique Car Care in Stoneham. We are planning a visit to the Collings Foundation in Stow to visit their collections of historic planes, cars, and now US Army tanks. The Annual Gala needed volunteers to get that organized after Bob Cohen's work in getting the Museum of Science secured for a January date, and Kristin, Adrienne, and Ann Anderson have volunteered to help to ensure that this event will be a great success. We would love feedback from folks on the South Shore, the Cape, and Rhode Island for suggestions in improving the Gala. Although we moved the Gala to Hingham for the last event, our turnout was mostly from the north and west of Boston. We are trying to improve the social aspects of the Gala that most people express their appreciation for and sit-down dinners seems to limit the social fun factor so we'll go buffet style this year and encourage more mingling. The next Gala at the Museum of Science will concentrate on the maximizing the social aspects, reconnecting with club acquaintances and meeting new ones. And lastly, as you now know, Bill Hauben and Joyce Brinton have announced their retirement from running the Spring Ramble which they've done such a magnificent job of doing and Dennis Friedman has jumped into the fire to try to live up their standards.

Bill Seymour reported on club activities and noted that we had a great turnout for the annual auto-cross novice school but if you missed it and would like to give it a try, just sign up for any of our five events. Our friends in PCA-NCR also run 5 events so there are quite a number of Saturdays or Sundays to choose from.



Alan Donkin

There are always willing folk there to welcome you and provide as little or as much instruction as you wish. The New England Spring Ramble is now behind us and as noted above, Dennis will be hard at work over the next year planning the next one in Vermont. Thanks go out again to Bruce and Joyce for their fabulous efforts in organizing this event for so many years. Bill also mentioned that the South Shore Spring Tour already has 45 people in 25 cars signed up for this event on May 22'nd with Lindsey's Restaurant in East Wareham the final destination. The fall tour plans are

*continued on page 46*

## Happy PCA Anniversary!

### Thirty-Five Years

Nikolay Efremow  
Robert Campellone

### Twenty-Five Years

James H. McManus  
Robert S. Rizzotto

### Twenty Years

Raymond G. Bahr  
Ralph G. Ciaramello

### Fifteen Year

Jeffry O'Connor

### Ten Years

James R. Walczak  
Robert E. Anctil  
John E. Grassie

Bob F. Pritchard  
David J. Reindel  
Nicholas R. Kraszyk

### Five Years

Gary M. Cove  
Daniel J. Kurys  
Walter L. Cronin  
Gary M. Ferguson

# Sign Me Up

## Keep Learning



Steven and Laurie James

**W**e just finished our Auto X training school last month. While rain can be fun, a little sun is appreciated for the early season opener. The morning was cold enough to justify hats, gloves and parkas, however by midday the sun had us back to thinking spring.

Thanks to the Bill Seymour's organization, all the volunteers, and the students had a great day of learning the ropes of Auto X. The event was sold out with 45 + new students. Looking at the happy faces at the end of the day, new drivers, instructors all had a great time.

**Bottom line, even with a few years of experience you still appreciate the practice time to tweak a few little things.**

Instructors had some fun too with riding in the variants of Porsche cars, testing the course, many breaking in new cars, or just making those pre season adjustments before the first event in May.

The weather allowed for getting up to speed, showing students the best line while practicing making turns, braking and course decisions.

Bottom line, even with a few years of experience you still appreciate the practice time to tweak a few little things.

I wisely took a few rides with other instructors to see the course from a different view. Every driver has their approach, their cars are different, so for students, to ride with a variety of instructors, combined with the instructor's explanation, students could leave with a good basic understanding of Auto X.

Prior the AX event I have been working on preseason maintenance checking disks, calipers, replacing pads, and bleeding brake lines. When I first started in the club, never would have thought about DIY, anything. Now it is fun to play

in the garage and most of the preseason maintenance is done at home.

Last year I picked up some new info at a braking seminar in NH, with friends and club members exchanging information. The seminar included a presentation by the NE Pagid representative that reinforce braking 101 with some race proven experience. As the year progresses, I encourage new members to look for these opportunities to network with the shops that support the club and members with similar cars. You may find tapping into the Porsche community KB will add a new dimension to your PCA membership.

Last, year I reported that Verizon Indy Car series is coming to Boston in 2016. This planned event would have taken place over the Labor Day weekend September 2-4, 2016. In the last few months there were plenty of phone calls and e-mails exchanged as I have been in contact with the CEO on behalf of our club.

If you were not following the news, the proposed Grand Prix course: The starting line is the South Boston Bypass Road. The route takes a turn onto Congress Street, then onto Massport's Haul Road, cross under Summer Street onto Fargo Street, and proceed to D

Street, around the Boston Convention and Exhibition Center. The cars finish turning onto Cypher Street, and return to the starting point.

Unfortunately, just as I heard they had signed agreements and permits were secured in April, there was the announcement that the race organizers had pulled out.

This should be no surprise to anyone that had followed the lengthy permitting process, organizational and course challenges. In the end there was more opposition than support. The last phone call I

*continued on page 46*

AUTOBAHN PERFORMANCE INC



# 10% OFF

Present this coupon at Autobahn Performance for any Parts or Service



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



### Parts

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

### Service

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

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

# Don't Lift

## 2016 Track Committee



Stan Corbett

**A**t the NER Board Meeting on 11 May (see minutes elsewhere in this issue) the future of our Driver Education program and more specifically, the future of your Track Committee was discussed. This discussion actually started a few weeks earlier and then continued at the Thompson DE event. These preliminary discussions resulted in an invitation being extended to John Dunkle to attend the May NER Board Meeting. Many of you know John as an NCR member. John has now become an NER member, ripe for us to make use of

### **Stan Corbett will transition (Track Chair) duties to John Dunkle over the course of the 2016 DE season.**

his talents as we look to the future of our NER DE program and your Track Committee charged with running it. The NER DE Track Committee will be evolving as follows:

**Track Chair:** Stan Corbett will transition these duties to John Dunkle over the course of the 2016 DE season. This transition is a lengthy process which includes introducing John to the managers at each track where we run events. John will be involved in setting up the 2017 events as we visit each track to run our 2016 DE events. No, I'm not going away (sorry?), but will continue by helping John in any way necessary so our DE program continues to evolve and improve.

For those of you who do not know John he served the NCR DE program first as their Chief Instructor and then as their Chief of Instructor Development. He did outstanding work in both positions. In those positions John was also a key contributor to the work the NER and NCR Track Committees have been doing to bring together the DE programs run by both regions. The success of this work

now means that run group promotions by either region are recognized by both regions. Similarly, a driver completing what is now a combined instructor development program and getting promoted to the Red (Instructor) run group is recognized as an instructor by both regions.

**Chief Instructor:** Dick Anderson has agreed to stay on as Chief Instructor through 2017.

**Chief of Instructor Development:** Bob Kelliher will be transitioning these duties to Ann Anderson during the 2016 DE season. Bob has done an outstanding job in this position. Working with John Dunkle (in his prior life as NCR Chief of Instructor Development) these two have created an outstanding instructor development curriculum and engaged many experienced instructors in mentoring roles. Under their guidance the combined NER/NCR instructor development program has been revitalized and is turning out excellent instructors who are dedicated to giving back to our clubs. I'm proud to say I'm one of the graduates of this program.

**Registrar:** Mark Keefe's duties as registrar are being transitioned to Stan Corbett. Mark has been the NER DE Registrar for 17 years! As track chair I have some appreciation for the amount of work Mark has put in as registrar. Work that currently includes setting up the events in ClubReg, checking all driver registrations and confirming their details (sometimes with the help of our chief instructor and track chair to confirm out-of-region driver's run groups), confirming drivers into events as they register and pay, wait listing student drivers until instructors are available, and preparing PCA waiver, registration and garage assignment paperwork prior to the events. As if all that wasn't enough Mark's duties as registrar continue at the tracks where he sets up registration early every morning so drivers and guests can sign the

PCA waiver and receive their wristbands. Mark may be one of the most visible members of our track committee, fielding questions from participants on almost any subject even remotely related to DE. Mark deserves many thanks from all of us for the work he has done over all these years.

Watch this space – I'll keep you posted as we work our way through the 2016 DE season and implement these changes. Maybe I'll even get John to write a column!

**Another update on 2005 helmets...** Last month I wrote to let all our drivers know that NER and NCR will allow the use of 2005 helmets at least for the first part of the 2016 DE season (currently through June 1st). That exemption has now been extended for the entire 2016 DE season.

**Update on registrations...** Registrations 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 46 students signed up for Palmer in June, 11 for Mont-Tremblant (always low because of the distance), 35 for The Glen, and 19 (already) for Palmer in September. However, we are still woefully short on instructor registrations for ALL events. 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!

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

*continued on page 48*

# Around the Cones

## New Bugs



Steve Ross

Every so often I get nostalgic and think about the 50 or so cars that I have owned since I started driving in my early high school days.

Some were memorable (the sports cars) while others were just transportation. This being a Porsche Club newsletter, the 9 models that I possessed were among the most fun to drive.

So let's start at the beginning, my first car was given to me by my elderly grandfather who was asked to stop driving by my uncle due to his propensity to get

the car did not rust, I just grew and it became very difficult to enter and exit the car, so I sold the mustang to my brother and found a nice '66 Mustang convertible, baby blue exterior with dark blue interior, spinner hubcaps and a power top. Great car, but not great on the road in the winter (radial tires were not yet common), This became my new autocross car, traveling all over New England to participate in SCCA events. Even one event I drove to in Vt. after a weekend of skiing with my skis on the rack then ran the autox course with the skis firmly attached to the rack.

The sports car bug hit me again and I got the Italian car bug (no not a Ferrari) but a 1972 Fiat 124 Spider, a true modern car with a very simple to operate convertible top, 5 speed transmission, and the standard equipment rust and water leaks.

With the help of a friend who had done a lot of mechanical work on various british cars we removed the engine and did an complete overhaul of the top end with the help of the local friendly machine shop owner, in the process I converted the fuel system to an electric pump and hid a kill switch in one of the ashtrays. Then while perusing the want advertiser (remember that precursor to Craigslist?) I found someone selling a set of aluminum wheels that were buried in a snow bank, with some help from my friend at the machine shop they were cleaned up like new and a clear coat from a rattle can made it

sparkle.

Sadly mother nature took her toll on the body of the Fiat so off it went to a new owner and as luck with have it, a good friend of mine was leaving the Fiat fold and sold me a newly painted with a new top year newer Spider that lasted a few more years.

Then came my first Porsche a 1973 914.1.7 in bright yellow, no rust (at least not obvious at this time, but it did need a transmission overhaul to engage first while moving, a bunch of dollars later it was like new. This became my first track car as I

*continued on page 48*

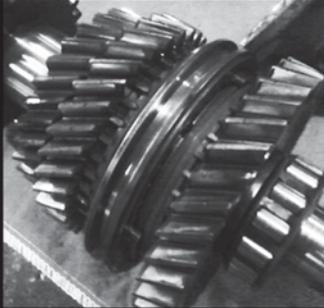
### ***The sports car bug hit me again and I got the Italian car bug (no not a Ferrari) but a 1972 Fiat 124 Spider***

in accidents at his advanced age. What I inherited was a 1954 tudor bluish (where the rust did not show, with a 3 speed stick on the column, no radio (I used to tell my friends they did not offer radio in cars back then.) rubber mats to cover the weak floor of the car, the original intermittent wipers (they stopped working when you let off the gas being actuated by the vacuum of the engine. Though not the cream of the crop, to a formerly car less teenager it was transportation.

After working at various part time jobs I was able to accumulate enough money to buy a new car, a 1967 Mustang coup, a nice bronze exterior, black interior, 4 speed transmission that would become my first autocross car.

A few years later I was bitten by the British sports car bug and purchased a 1965 MG Midget, with real wire wheels, roll up windows ( a recent upgrade over the formerly standard side curtains, a bright red exterior and great heat in the summer and virtually none in the winter (no I did not have a winter beater.) Amazingly

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



**DREAMS DRIVEN HERE**  
**RANDOLPH RACING**  
PORSCHE AUDI VOLKSWAGON  
68 CUSHING STREET, STOUGHTON, MA 02072  
781-344-1029  
www.ranrace.com see us at www.pcarshops.com

## 2015 Calendar At-A-Glance

### June

10-11-12 - DE @ Palmer (NER)  
12 - NCR AX #2  
12 - SOBO  
15 - Board Meeting  
19 - German Car Day (Larz  
Anderson)  
27-28 - DE @ LRP (NCR)

### 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

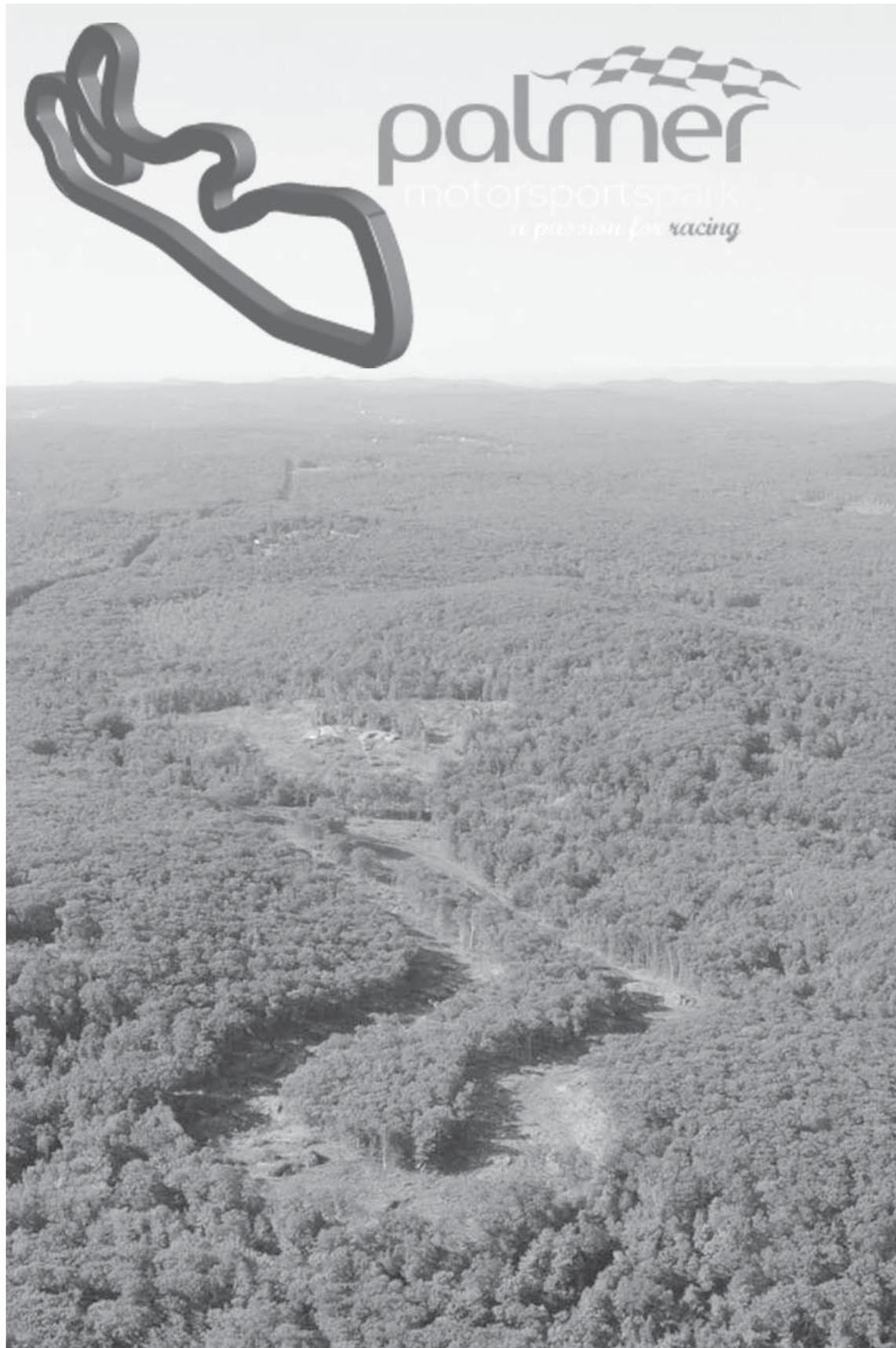
8 - NCR AX #5  
12 - Board Meeting  
15 - NER AX #5  
15-16 - DE @ NHMS (NCR)

### November

9 - Board Meeting

### December

14 - Board Meeting



# NER at Palmer Motorsports Park

June 10-12th

Join us for our first of two events in 2016 at Palmer Motorsports Park in Palmer, MA for a three-day DE event. About an hour from Boston, this track is even closer than NHMS for many of us. Seven miles off I-90 is Palmer Motorsports Park (PMP), the first true road course in Massachusetts. PMP Whiskey Hill Raceway is 2.3 miles long, 40-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.

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

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

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

Registration for this event will be handled by NER through clubregistration.net and full DE info is available at [www.porschenet.com](http://www.porschenet.com).

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

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

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

Instructors (Red run group): \$285

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

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

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

Event questions? Contact Stan Corbett, Track Chair, [trackchair@porschenet.com](mailto:trackchair@porschenet.com); or 774-275-1621 before 9 PM.



# GERMAN CAR DAY

SUNDAY, JUNE 19, 2016 | 10AM-2PM



**Assabet Advisors** LLC

**Customized Investment Solutions Since 2003**

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

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

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



# Auto Cross #2

Saturday July 2nd

Sponsored by



Registration for AX #2 opens June 2nd at [www.pcaner.motorsportreg.com](http://www.pcaner.motorsportreg.com), The cost for the day is \$50 for members. You must register online by Wednesday June 29th at midnite.

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

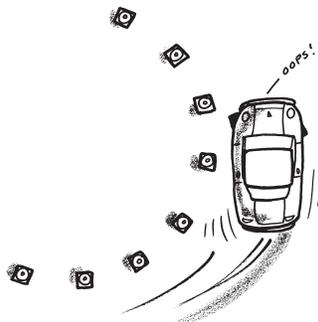
We shoot for 12 individually timed runs. The top three drivers in each class will be presented with an embossed beer glass suitable for micro-brews and bench-race-bragging (beer not included).

You will be required to perform a work function during the day as part of the event. And note that you must stay till the end of the day which could be as late as 5pm.

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

## Directions to Fort Devens

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



## 2016 Driver Education Schedule:

### Registration

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

### Pricing\*

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

### Contact Information:

Northeast Region (NER)  
www.porschenet.com

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

### Track URLs

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

### 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

Let us help you with that...

**HMS motorsport**

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

**NEW LOCATION!**

www.hmsmotorsport.com • 978-774-1615 • 100 Ferncroft Rd #208 Danvers, MA 01923



# CIRCUIT MONT-TREMBLANT



# NER at Le Circuit Mont Tremblant

July 4-6

The Northeast Region is returning to Mt. Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. - or if you prefer 4.26 km. - track set in the heart of the beautiful Laurentian Mountains. With 15 turns anchored by famous Namerow and a great "pucker factor" up-hill, blind apex Turn 2 and major elevation changes, the le Circuit Mont-Tremblant (LCMT) offers everything imaginable for every driver from beginner to advanced.

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 Tuesday 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 Tuesday. Drivers not eligible for the enduros are free to enjoy an afternoon on the mountain or whatever activity they please. All drivers are welcome to stay at the track and cheer on the enduro participants.

There will be a beer, wine, soda and snacks social Monday at the track after the track goes cold for all drivers and guests.

This always popular event is limited to 150 drivers (5 run groups with a maximum of 30 cars per run group). There are currently plenty of instructors signed up so Green (Beginner) and Yellow (Novice) run group drivers will not have to go on a waitlist at this time. I highly recommend that you register AND PAY immediately if you want to attend this event (remember, registering and NOT paying does not reserve your spot for the event). If you have registered but not paid, best get off the dime and pay up. If we have more registrants than we can let in decisions on who gets in will be based on the date the registration fee is paid.

Unfortunately, this year we're not on schedule with the free Blues Festival in the village where most of us stay. This year's Blues Festival runs from July 8th to the 17th. For those that are interested details are available at: [tremblantblues.com](http://tremblantblues.com).

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out [www.tremblant.ca](http://www.tremblant.ca) for details.

We've negotiated great hotel rates... details at <http://www.porschenet.com/mont-tremblant-hotel-information/>.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago the track was renovated, widened and repaved, and a much safer track evolved.

Crossing the US/CA border is simple and hassle free. For US and CA citizens 16 years and older, a passport is required cross the border. Those younger than 16 years may travel with a birth certificate.

Our events are open to current PCA, BMW and other recognized car club members. We are again offering the 2015 lower fees for this event (\$25 less than previous years for all run groups).

Registration for this event will be handled by NER through: [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com/activities/driver-education/](http://www.porschenet.com/activities/driver-education/)

**Students \$570**

**Signed off Drivers \$500**

**Instructors (before June 21) \$260**

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

Registration questions? Contact Mark Keefe, Registrar at [TReg@PorscheNet.com](mailto:TReg@PorscheNet.com); or 508-529-6127 before 8 PM.

Event questions? Contact Stan Corbett, Track Chair, [stanley\\_corbett@msn.com](mailto:stanley_corbett@msn.com); or 774-275-1621 before 9 PM.

# Auto Cross #3

Sunday, July 24th

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.

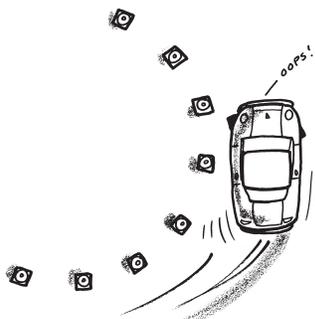
The cost per event is \$50 for members or \$60 for non-members driving a Porsche. Sign up online at [www.pcaner.motorsportreg.com](http://www.pcaner.motorsportreg.com). You must register by midnight July 20th.

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](mailto:autocrosschair@porschenet.com)). For registration information, contact Auto-cross Registrar Dave Berman ([autocrossreg@porschenet.com](mailto: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



# NER at Watkins Glen International

August 12-14

Sponsored by



**M**any thanks to our long time sponsor of this event, European Performance Engineering in Natick, MA. A quick call to EPE at 508-651-1316 and you can arrange for your pre-event tech inspection.

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, Fittapaldi, 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](http://www.clubregistration.net) and full DE info will be available at [www.porschenet.com](http://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](http://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](mailto:TCReg@PorscheNet.com); or 774-275-1621 before 9 PM.

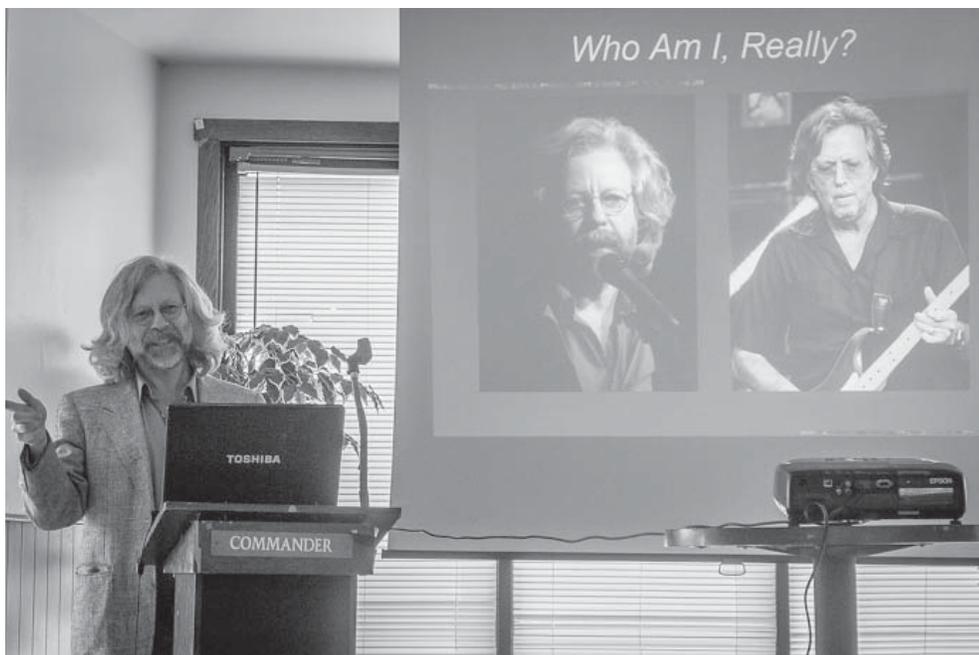
Event questions? Contact John Dunkle or Stan Corbett, Track Chairs, [trackchair@porschenet.com](mailto:trackchair@porschenet.com); or 774-275-1621 before 9 PM.

# The Hack Mechanic Visits NER PCA

**W**hen Steve Ross asked me if I wanted to come speak to the New England PCA chapter, I jumped at it. After all, I'd spoken to the chapter shortly after my first book *Memoirs of a Hack Mechanic* was published in 2013. The trials of tribulations of my '82 911SC play a prominent role in the book. I describe buying the car and selling it about ten years later for what I paid for it, thinking I did very well. Of course, since then, SCs have experienced a sharp upward swing in value, so now, as part of my standard talk, I describe what a flaming dunderhead I am. No one appreciates this better than a room full of Porschephiles. Selling the SC when I did as one of my worst exercise in automotive timing. (Hey, I lost a bunch of storage space, and thought I was going to get laid off. And then... I DIDN'T GET LAID OFF!)

But there was a scheduling issue. My new book for Bentley Publishers, *The Hack Mechanic Guide to European Automotive Electrical Systems*, was nearing completion but a publication date had not been specified. I kept pushing Steve off, thinking that the talk was best done when I had the new book in my hot little hands. But when it was clear the book wouldn't be out until almost July, I relented and we scheduled the talk for early April.

But then the folks at Bentley made the book available for pre-order ([www.bentleypub-](http://www.bentleypub-)



Copy by Rob Siegel (a.k.a. The Hack Mechanic), Photos by Davis Pan

lishers.com; use the discount code "PCAElectric" for 30% off). So I prepared two talks – my usual Hack Mechanic song and dance, how I wound up currently owning 13 cars including 10 BMWs, why I've gone to ridiculous lengths to have working air conditioning in my vintage cars, why I'm constantly mistaken for Eric Clapton in airports, etc, and a second auto electrics-specific talk in support of the book. I planned to transition from the first to the second.

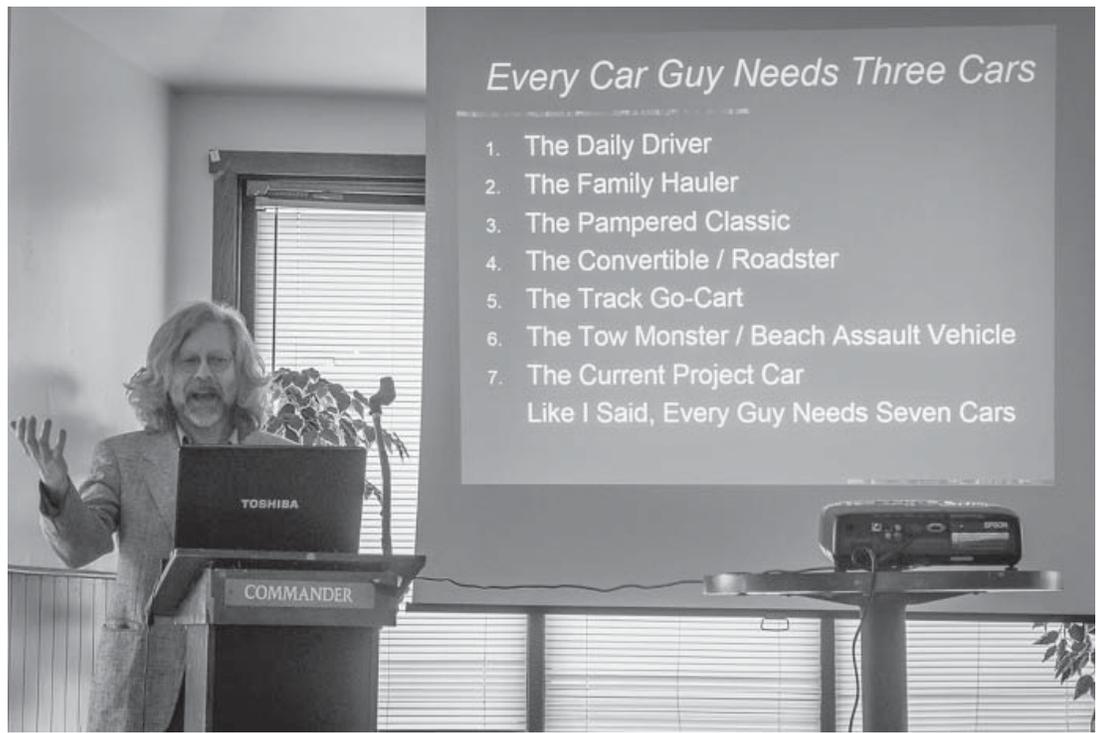
It never happened. The relaxed pace of the afternoon meeting lended itself to an informal talk, not a discussion of circuit diagrams. Sometimes you need to let these things be what they are instead of force-fitting them into something else.

Six weeks later, I had my first opportunity to give an actual electrical talk, at the BMW Sharkfest event in Chattanooga ("sharks" are the big two-door 635CSi coupes). I was the dinner speaker at the event, and had put together a talk on the basics of how electricity works, why every circuit needs a load device to offer resistance to the flow of electricity, and how much power is actually generated in a short circuit (about 14,000 watts can potentially flow through a 12 gauge wire before it melts). But in spite of my keeping the talk informal and short, I could see people's eyes glaze over.

I now understand that being entertaining at an afternoon or a dinner talk is one thing, and that an electrical talk is best left for a tech session, where the audience is self-selected for that kind of information.

So, PCA folks, I had a great time, and be thankful that you weren't the guinea pigs.

--Rob Siegel



# TECH SESSION AT EPE



Copy Steve Ross; Photos by Bob Cohen



**M**ore than 50 eager NER members filled the shop at European Performance Enterprises for our spring talk by owner Jerry Pelegrino.

After a round of coffee wake up juice along with some fortification via donuts and muffins, Jerry kicked off the session with an introduction of what EPE does some history of the shop, the fact that most of their work is street car maintenance with a smaller number of Porsches receiving Track or race preparation. Jerry also spoke of the race support that owners can contract him for, and the fact that he has personally helped disabled Porsche at our annual Ramble, as well as cars at DE events. And he mentioned the special cars that are being worked on, a 959 and the first 930 turbo previously owned by a famous actor. An in depth talk on how Porsche owners should "wake up" their Porsches after a winter of hibernation was followed by my myriad questions from the audience on specific issues and/or suggestions on how to prevent future problems with their vehicle.

After a filling lunch of Pizza soft drinks and water, more questions followed and were expanded upon until the group slowly left for home or Saturday errands filled with some more useful knowledge.

Thanks to Jerry for his knowledgeable commentary on the care and feeding of our beloved Porsches.





Steve covers the basics.



George and Cindy Markley (Detailing)



Dave Oliver, Porsche Danvers



Bill Seymour



Steve James Covers the NOR'EASTER (Thanks Steve!)

# NEWCOMERS MEETING

**A**s has been the tradition throughout the years NER/PCA held the annual newcomers meeting at the Porsche of Danvers dealership, thanks to the work of their Porsche parts department person Dave Oliver who coordinated all the preliminary work so everything was ready on time for the participants.

Over 50 PCAer did show up under sunny skies filling all the seats.

We started off with recognition of those who had shown up and, as usual had a few folks who had recently relocated to the Boston area from as far away as North Carolina.

After welcoming everyone, yours truly announced the upcoming events that the region has planned.

Then we started off with the membership chairs Laurie & Steve James explained how the Noreaster is distributed and payment for it is charged. Next up Stan Corbett, our Driver's education chairman ran thru the venues that the region uses for this activity and then explained the procedures for entering and the need for proper equipment especially an update to the helmet standard that went into effect this season. He also brought along a great bunch of continuous videos of some of our track events.

Bill Seymour & Chris Ryan from the Autocross contingent reminded the audience of the sold out Autocross school, and the schedule of our as well as North Country (New Hampshire) region's events.

Tours were next discussed starting with the grand daddy of tour our annual Ramble, the largest tour in all of Porsche club set to commence this spring was explained by long time member Charlie Dow who along with wife Martha is planning a fall event for us.

I then spoke about the Concours that we have been working on for October 2nd to be held a new venue, Endicott Estate in Dedham, Mass.

Mention was also made of our formal annual dinner, this year planned for early 2017 (to avoid conflicts with members' Xmas parties) this year to be held at the Museum of Science in Boston.

Lunch, courtesy of Panera bread, arrived next and then the crowd moved around the displayed new Porsches including a 2017 Targa in mid transition between open and closed top.

Our host Dave Oliver then ran a raffle of Porsche logo clothing, hats, mugs, and the always useful Synthetic oil He also announced that the parts department was open for purchase of any Porsche parts at a great price.

Now fortified with fine food for the ride home, the group slowly left after chatting with new found members.

Our thanks to the management of Porsche of Danvers for their generous contributions in making this a great event.

# AT PORSCHE OF DANVERSI



*Martha and Charlie Dow talk Tours*



*Bill Seymour and Chris Ryan cover Auto Cross (AX)*



*Stan tells us about Driver's Education*



Copy by Steve Ross and Photos by Richard Viard



# AUTOCROSS SCHOOL

Sponsored by



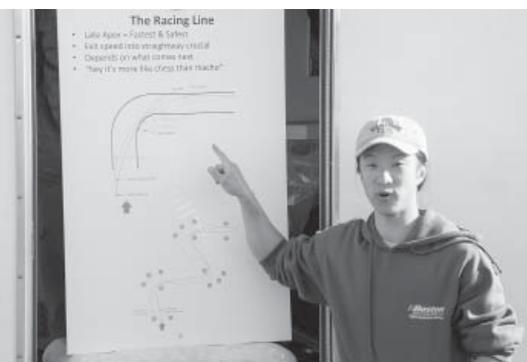
Copy By Gary Cooper (yes, THE Gary Cooper – at least to the PCA),  
Photos by Richard Viard

**T**he thought of it filled me with anticipation, excitement, and yes - butterflies. What would it be like? How would I and my older car “stack up?” How many cones would I obliterate? Would I go spinning off the course in the day’s most spectacular DNF?

I’m happy to report that these and many other questions were answered successfully at the AX School event on April 24th at Ft. Devens.

The day started off early - not that I was able to sleep in anyway with all of the above “first day at school” thoughts filling my head. I had about a 30 minute ride to Ayer, and got to the local Dunkin Donuts at around 6:30AM to find a few other P-cars in the parking lot. We exchanged greetings and talked a bit about our cars. Great, a few other noobies made me feel good.

I was warmly greeted at the gate by a few volunteers and checked in just after 7:00 (do these people sleep there overnight?) Well, the people were warm - not so much the upper 30’s early morning April air. After being given a slip of paper with our work and driving assignments, I put my number on the car. I was #6 - not too hard to fashion with the blue painters tape I brought. A quick scan of the other early arrivers showed a





wide variety of cars - from newer 911 Turbos and GT3's to many older cars like my 986 Boxster, and a few other makes as well.

From there we were directed to the Tech Line, where our cars were given a brief safety inspection - basically to make sure all wheel lugs were tight, no fluids were leaking, and nothing was loose that could go flying around later. PS: Don't forget to remove your non-permanent driver's side floor mats too.

From there, it was on to the Chalk Talk, although no chalk was actually involved. Bill Seymour laid down the basic rules of Devens, and a young instructor named Justin Chen - who I noticed drove a hot looking Honda S2000 - gave us pointers for driving. Basically, a rehash of the "homework" we were sent a few days earlier.

OK, time to get back in the car as we were divided into groups and rotated through three training exercises - the "kidney" course, the skid pad and the slalom course. But first, I needed to put on the helmet I had borrowed for the day. It had to be certified as acceptable in the Tech Line. In a typical first day at school episode, I needed help getting mine buckled and getting the darn wind visor up. Why didn't I test this at home?!?!

The Kidney course was first for me. It was basically an introduction to hard braking and tight cornering. Trying to use the lesson of my homework and keep both hands on the wheel at 9 and 3 was a challenge!

Next, on to skid pad. This is a circle of cones that you drive around as fast as possible. You are trying to discover the break away point of your tires and to steer by using the throttle. Not too bad - I can do this.

Finally, on to the slalom for a lesson in quick direction changes and smooth steering reactions. We got in quite a few runs. This was fun!

Where did five hours go? It's lunch time. Pizza and water were available, but I had brought my own sandwich. Also time for a quick bio break. The only facilities are porta potties, so plan wisely. Speaking of planning - check the weather forecast. On this brisk, but sunny, day layers were needed as well as sun lotion, sun glasses and a hat. There is zero shade at Devens!

The afternoon saw us broken up into two groups - workers and drivers. The workers were assigned stations on the course and given instructions for replacing knocked over or moved cones. One person at each station is given a walkie-talkie to call in cone incidents and a red safety flag to stop drivers if something happens like a car is stalled on the course. For me, this was a good opportunity to watch and learn from the other drivers and instructors.

Then it was my turn to drive. Well, not quite yet, Hoss. First, an instructor drove my car around the course - first very slowly, then at a moderate pace - pointing out all the areas to watch for. Finally, seat time! We got 5 runs over the mile long course. I made every mistake in the book, but seemed to improve my lap times each time out. I even had a partial spin out, which was heartily applauded by my instructor. It showed I was pushing hard. I never felt unsafe, though. In fact, I would have paid another \$50 for five more laps!



At the end of the day, after course cleanup, the results were announced. Yes, this was a bit of a competition, but a fun one. For me, solidly mediocre results - in other words - a great first day at school! I learned a lot, especially about the performance capabilities of my old, bone-stock, but well-sorted car. It really is built for driving like this.

And one final point - it really is not about the cars, it's about the PCA people. Everyone is super friendly, regardless of what you drive.

All in all, a great day! Thanks again to the instructors who volunteered their time.

### Timing and Scoring By Bill Seymour

**A**ll of you (except for the 45 students and 30 instructors) missed it and now you are sorry, aren't you? We had great weather and the event ran almost perfectly (except for the usual burps and hiccups that are less obvious to the students than to the organizers).

Here's what they said...

*"Thank you, the instructors, and your crew for running an event that was fun, educational, and eye-opening. In 50 years of driving, I had never driven a car the way I drove it yesterday. Amazing what the cars are capable of, and I am sure that I only touched the surface." Art S.*

*"Thanks for organizing such a fantastic event yesterday! I enjoyed it so much, I am signed up for the series this year. Thanks again, and see you on the 21st." Peter L.*

And here's how the top 10 did...

### 2016 NER Autocross School Sponsored by... Conway Autoworks

Driver	Car Model	Time
Ory, Andrew	2016 Porsche GT4	76.800
Stevenson, Andrew	2012 Porsche 911	77.312
Bickford, Bryan	Cayman 78.373	
Davis, Lisa	2015 Porsche 991 GT3	79.769
Eckhouse, Eli	2007 Porsche Cayman	80.558
Lewis, Ryan	2014 Porsche Cayman	80.971
Doherty, Joseph	2002 Porsche 911	81.005
Sampson, Richard	2011 Porsche Cayman	81.602
Richards, Chris	2004 Porsche 911 C4 S	81.699
Hollis, Robert	2014 Porsche Cayman S	83.236







*THE 2016 NEW ED*

# ENGLAND RAMBLE

It was the last weekend in April, and my wife Carol and I felt like it was time to give our “daily driver” a rest and exercise our fun ride.

Luckily, it was time for the NER Ramble, and more than 150 other Porsche owners (319 people in total) had the same idea! After an easy drive up to Rockland Maine on Friday afternoon, we were soon checking into the beautiful Samoset Resort.

Check-in went quickly and smoothly, and after getting situated in our room, we moseied on down to the wine reception. Even though we were first-timers to the Ramble, we did recognize a few people from other NER events, and also took the opportunity to introduce ourselves to some other attendees.

After a delicious meal at the hotel restaurant, and a little more socializing at the bar, it was back to the room to get some shuteye since I was helping with registration Saturday morning starting at 7:00 a.m.

Carol and I were downstairs bright and early to sign the insurance waiver and receive our registration packet, and managed to squeeze in some continental breakfast during the registration process. When I had a chance to peruse the contents of our packet, it was quite impressive to see the number of participants who were returning for their 2nd, 5th, 10th, and a few attending for more than 25 years. In fact, this was the largest Ramble ever, and the event has more than doubled in size since Bruce Hauben and Joyce Brinton began running it 16 years ago.

Next on the agenda was the 8:30 a.m. drivers’ meeting. Bruce went thru the directions, including some last minute modifications due to unexpected construction on the route. He also reiterated the need to abide by the speed limits and be aware of people walking or bicycling along the predominantly 2-lane roads we’d be driving. The Ramble is about enjoying your Porsche and the countryside. Autocross and DE track events can provide plenty of opportunity to wring out all the performance the wizards of Weissach have built into your car.

It was a beautiful day for a Ramble around mid-coast Maine, even top down weather as the day wore on, and

*Photos by Bob Canter and Guille Solano Franco*





around noon time Porsches began filling up the parking lot at Hedges Hall. There was quite a buffet spread awaiting the hungry Ramblers as people shared stories from the morning's run. After lunch, drivers had the choice of a scenic drive back to the Samoset, or a more direct route.

After some time to relax, wander the grounds of the Samoset, or perhaps get in some shopping in nearby Camden, it was time to spruce up for Saturday night's festive dinner. Cocktails and light hors d'oeuvres commenced at 6:00 p.m. (a couple of drink tickets were included with registration), and then people moved on to dinner at 7:30 p.m. Entrees had been pre-ordered, and the meal was elegantly served by the staff of the Samoset. Many of the attendees were sporting pins from this year's and previous Rambles.

As Bruce Hauben made his way to the microphone, the welcome he and Joyce received from the crowd was quite touching. Shortly after the chants of "Bruce - Bruce - Bruce" died down, there was an audible gasp of surprise when Bruce announced that this was to be his last as the Ramblemeister, after 16 years of guiding the event. Dick Anderson, NER President, joined Bruce at the podium and asked Joyce to come up as well. After a much deserved "Thank You" on behalf of the club, he presented them with an engraved, glass ice bucket from Simon Pearce as a token of the club's appreciation.

After the presentation, Bruce announced that my wife Carol and I would be taking over the reins for the 2017 Ramble. My pledge to everyone is that we'll do our best to keep the tradition moving along in high gear. I don't expect much to change in the near future, but feel free to make suggestions or share ideas. As all of us drivers know, you can only coast downhill. So I expect to keep the pedal to the metal in an effort to continue the upward trend of the last 16 years.

Before hitting the road on Sunday morning, a full breakfast buffet was served. It provided the opportunity to meet some additional Ramblers

*Photos by Bob Canter and Guille Solano Franco*

as well as bid adieu to the new friends that had been made. On the way back to Hingham, from about Bath onto the Maine Turnpike, we hung out with a 991 Turbo S, a 997 GT3, and a 987 Cayman S. Suffice it to say, it made for an enjoyable ride back as we took turns leading the group while maneuvering our way thru traffic.

If this article has piqued your interest, then be sure to mark April 28-30, 2017 on your calendars when we'll be rambling again to The Equinox in Manchester, VT. Hope to see you there!

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

*Photos by Bob Canter and Guille Solano Franco*





# May 13th 2016 South of Boston (SoBo) Porsches and Coffee

**A**lthough the temperature was in the high fifties and the sun was bright, the wind was a bit overwhelming on the recently cut grass knoll at Sweet Berry Farm. However, the wind did not deter a great turnout of Porsches, 38 in all. Maybe a third of the cars attended our SoBo for the first time, coming in from Connecticut as well as the southern areas of Massachusetts. Firstly, I would like to thank Paul Soares and Tim Pafik for their assistance during my wife Rosemary's absence as she recuperates from partial knee replacement surgery. Also, my oldest grandson Bryce accompanied me; his job was to remind the Porsche drivers to sign in.

An early arrival was Mike Alberding. At just seventeen, Mike drove in with his first Porsche, an 84 944. Mike is the third owner of this very well kept Porsche having just 77,000 miles. Mike is into racing go-carts so moving into a Porsche was a natural step for him, saying he owned a Honda, but wanted something more fun. Mike is looking forward to some track time. Mike failed to fill out the log-in sheet so I hope he returns so we can add him to our e-mail list.

Ken Urban wheeled onto the lawn in his blue 96 993 cab. Ken is the 4th owner of this low mileage (54k) car. Ken has owned the cabriolet for three years, replacing the top and engine lifters. I just liked the look of the car. Ken resides in Newport and straddles the enjoyment of driving his Porsche as well as sailing.

Eric Germaine, another first-timer to our monthly coffee event, drove down from Norwell, MA. Eric is the second owner for the past eight years of this fine looking 2002 C4S. Eric was most pleased that he finally was able to afford, maintain, and enjoy his first Porsche.

There were many eye-grabbing Porsches, including two extremely well prepared 356s. However, Steve Turino's agate grey 2013 Boxster S (black interior) made me step back for a closer look. This is Steve's second Porsche, his first being the 987.2 (base Boxster.) Hopefully, we will see Steve again so we can get him to fill in the login sheet.

At one end of the third row was Jon Zucchi's white GT-4 Cayman. There was some discussion as to the width of the car. Maybe because of the fixed rear spoiler, the stern of his Porsche seemed wider than Tim Pafik's white 2016 Boxster Spyder;



*Bryce leaning into the wind*



*Jon's GT 4*



*Ken's 96 911 cab*

both cars are eye pleasers.

If, like me, your garage contains a least one Porsche plus a lot of stuff, then you have to be careful when carrying stuff, especially things like ladders. Always place yourself between the Porsche and stuff in your hand, so that the stuff never can come into contact with your P car. The worse ding is always the one you did yourself.

For those of you who have yet to attend a SoBo, you might want to watch a video that was filmed last year at Sweet Berry Farm. The video is available on the NER website's second page and contains three Porsche owner interviews; each one is different and unique from the other. If we get enough encouragement (e-mail comments), we may do another video later this season.



Steve's 2013 Boxster S

The next SoBo will be on Sunday, June 12th, 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](mailto:rr356c@aol.com)



Eric's 02 C4S



Mike's 84 944

# POSITION AVAILABLE - PORSCHE TECHNICIAN



**E**uropean 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

- Proven diagnostic capabilities
- Excellent problem-solving skills
- A willingness to learn new technologies and techniques
- An attention to detail
- Above-average communication skills
- 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.

European Performance Engineering, Inc.  
165 West Central Street  
Natick, MA. 01760  
(508) 651-1316  
epe@epe.com

*Advertisement*



Introducing Treffen North America, experiencing America's best roads and destinations. Join the Porsche Club of America and Sierra Nevada Region for the inaugural event: Treffen Lake Tahoe—three days of driving, dining and exploring.



## **TREFFEN LAKE TAHOE**

September 7-11, 2016  
Resort at Squaw Creek  
Olympic Valley, California

For program information and registration details, see the Treffen website: [treffen.pca.org](http://treffen.pca.org) or email the Treffen North America staff at: [treffen@pca.org](mailto:treffen@pca.org)

**JAY PEAK  
VERMONT**

**PORSCHE  
PARADE**



**2016**

# South Shore Autoworks



Annual  
Service



\$349

Brake  
Flush



\$99

Oil Change  
\$225 air cooled



\$299 water cooled

IMS Bearing  
\$1850 Bearing



\$3250 Solution



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



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

had the organizer, he mentioned the list of agencies and the hundreds of permits required, so in the end when I heard the news; it just confirmed the economics of a Boston race did not make sense. I will leave it at that...

If you're looking for some extra practice driving around the Ft Devens site, I hope to see you at the first event May 21st for the first Autocross. ....

Enjoy your June -

still in the works.

Stan Corbett brought us up to date with DE events reported that the NER season opener at Thompson Speedway Motorsports Park was a great success. We had both wet and dry conditions over the two days ultimately losing just the last runs on Friday due to the late rain deluge. For the novice day activities Chris Ryan, Dave Berman, Bill Seymour and I set up a large skidpad and "kidney bean" element as we did for AX school and the feedback we got from the students was all positive. Contracts are in place for two events at Palmer, plus track days at Mont-Tremblant and Watkin's Glen and we are looking at the new track being built in Canaan, New Hampshire at the site of the old Speedway there.

Steven James was asked to report

on membership and he reported that we now have 1698 primary and 936 affiliate members for a total of 2,634. This month we had 29 new members and 3 that transferred in and 3 transfers out. Total Nor'Easter renewals YTD for 2016 are 713 with more than half of these still by check. Beginning first quarter of 2017 all renewals will be online only through Motorsportreg.com and Steven proposed a cutoff date of June 30th each year to renew your Nor'Easter. We are also exploring incentives to get the New England area Porsche dealers to get involved with member sign-up.

Adrienne Ross reported that Nor'Easter publication was running smoothly and Kristin Larson announced that she will personally visit our new charity of choice for this year's fundraising efforts, Homes for our Troops. The board members encourage you all to look into the great things they do in support of our service men and women. Please visit <http://www.hfotusa.org/> for more information on this charity.

Bob Cohen previously presented the Treasurer's report by email and the board voted to accept it.

The meeting was adjourned at 9:18 p.m. Next month's board meeting will be hosted by Rosemary and Bill Seymour.

## STUTTGART NORTHEAST, INC.



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

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

OEM DIAGNOSTIC EQUIPMENT

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

# Sound in Motion

## High Performance Car Audio

### Boston MA

*Since 1988 our work has earned us the trust of local Porsche dealers, independent shops and many very discerning Porsche owners like yourself. Please ask about our PCA member discount.*

617-787-7744

8 Brighton Ave. Allston MA

*Your long time specialist for all Porsche Audio Enhancements, as well as Radar/Laser Detectors/Jammers, Reverse Cameras, One-Touch/Remote Convertible Top Control, Dash Cameras, Paint Protection Film, Window Tinting, or resurrecting your classic Porsche and so much more...*



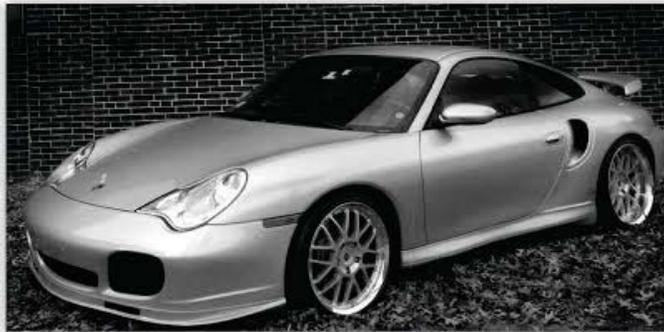
[www.sound-in-motion.com](http://www.sound-in-motion.com)

425 Canal Street  
South Lawrence, MA

**Kachel Motor Company**

(617) 759 8973  
www.kmcauto.com

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



**Softronic**  
Softronic ECU Flash tuning  
PCA authorized tech inspector



06 Cayman S w/3.8l Engine CONVERSION! 6sp, 36k mile car, 38k mile engine, stunning and fast, must see and drive \$56995



88 Carrera, fresh stroker motor, rebuilt g50, 79k miles, GP white/burgandy \$45995



08 911 Targa 4S, 6sp, 21k, Navi, sport seats, Silver/Gray bi-xenon \$55995



1993 Porsche 911 RS America, 89k miles, new tires, 2 option car \$99995

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

### **Four Speeds and Drum Brakes -**

*continued from page 8*

I had installed a new master cylinder back in '99 when the Speedster got its last refreshment and knew what was needed. It was just the thought of disconnecting the brake lines (having brake fluid drip all over), pulling up the floor boards to remove the pedal cluster (with my head up under the steering wheel), etc, that made me procrastinate until there was nothing left on the to do list. I guess I even thought that an engine installation was easier.

When the time came to get after the job I looked carefully with the car on the lift to see that maybe the cylinder itself could be removed from below the car without having to get all pretzel-like under the dash. The nuts looked pretty rusty but accessible and the brake lines themselves actually came off with very little fuss. Once I lined up the right socket wrench the nuts backed off easily. I phoned a friend (thanks George), to confirm that if I lined up the new part carefully the rod from the brake pedal would drop in place and I wouldn't even have to pick up a floor mat let alone pull out the pedal board and cluster. Sure enough, the rod dropped in and a pair of new nuts spun on like they belonged and it was in place in less time than it takes to tell the story. It did take a bit of wiggling to get the brake lines installed but even that took less time than expected. It will take another couple of evenings to bleed the brakes at each wheel since all the wheels have to come off but I have all the lug nuts loose so that shouldn't take long.

This was a lesson that I have learned more than once and can't seem to remember. The toughest jobs really aren't all that tough once you get after them. It's all that thinking, usually too much, that seems to complicate the work. And of course, putting things off, that doesn't help either. The job just seems to get bigger when in fact it's still the same job. In the future I am going to try to get the work done when it comes up on the list and stop putting things off the way I do. Maybe I can still learn a thing or two from these old cars after all.

KTF

### **Around the Cones -**

*continued from page 13*

drove it at Bryar (where NHMS is now) and Lime Rock along with every autocross I could find. Great car even won it's class at the Porsche Parade in Portland Maine in 1986. But after years of exposure to the atmosphere the dreaded tin worm had done some serious damage to the body. Off to the body shop for a refresh and a few months later had a like new looking car.

By now the car had become a major money pit, so I decided it would be better to step up to a more reliable and rust free car. I sold it to a member in Ct. who turned it into a vintage race car. ((Ironically it resurfaced years later in NH now owned by a NCR member who continued to race it.

Now to the modern age, I bought my first water cooled Porsche a 1990 944, followed a few years later by a 944S2, a pair of 968's, a 1996 993 coupe, and 3 Boxsters, which brings me to the present time.

Next month I will finish this story with some of the fun to drive other cars I bought and sold.

Now with my Concour Chairman's hat on a reminder that the 2016 Concours will be held on October 2nd at a new site, the Endicott Mansion off East St. in Dedham Mass. check the club website Porschenet.com for further information on this must see event.

### **Long and Winding Road -**

*continued from page 9*

to the car. Internet buzz says they are somewhere between Nitto NT-01 (treadwear 100) and Hoosier R6 (treadwear 40). Further suggesting that the tire manufacturers are playing fast and loose with the treadwear ratings is that we bought some Kumho Ecsta V720's (treadwear 200) for the E30 and had the tread separate on the right front tire after less than two days at NHMS. When we complained to TireRack they pointed to the description of the tires (added after we bought them) that said they were for autocross only and not to be used on the track – 200 treadwear tires that are only good for autocross? C'mon! (A little further screaming has convinced TireRack to give us some other tires at their cost.) If anyone wants a great deal on three slightly used 225-45/15 V720's please let me know. Your mileage may vary.

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

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

**2013 Audi RS5 for sale** – 21,306 miles, Sepang Blue exterior, Black interior. 4.2L – 450HP V-8 engine. 7 speed Auto or manual paddle shifters, Bang & Olufsen Premium Audio, Passport 9500ci in-console mounted radar detector with 2 front and 1 rear mounted receivers. Clear front bra, New Michelin Pilot Super Sport 265/35/ZR19 tires. One owner, no accidents. \$49,450. 617-697-2679 (5/16)

**Advertising Guidelines**

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

**Marketplace Guidelines**

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

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

**Real Advice.  
Real Results.**

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

**Specializing In:**

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

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



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

**ENGEL & VÖLKERS**  
ROBB COHEN TEAM

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



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

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

*Building Relationships for the road ahead*

# New Members

## NER Board of Directors

### President

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

### Vice President - Administrative

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

### Vice President - Activities

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

### Treasurer

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

### Secretary

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

### Membership

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

### NOR'EASTER Editor

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

### Past President

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

### Committee Chairs

#### Chair - Autocross

Bill Seymour  
AutoCrossChair@PorscheNet.com

#### Chair - Concours d'Elegance

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

#### Registration - Autocross

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

#### Chair -Driver Education

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

#### Registration - Driver Education

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

#### DE Tech

Chip Wood  
Chip52859@comcast.net

#### Chief Driving Instructor - Driver Education

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

#### Instructor Development - Driver Education

TBD

#### Zone 1 Representative

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

MIKE ALBERDING  
NEEDHAM MA  
1984 944

STEPHEN APPE  
SUDBURY MA  
2006 911 CARRERA S

CHRISTOPHER BASSETT  
SOUTHBOROUGH MA  
2007 CAYMAN S

JOSH BOON  
BOSTON MA  
1984 944

JON BRASHEARS  
CRANSTON RI  
2001 BOXSTER S

FRANK BRUZZI  
WARWICK RI  
2009 911 CARRERA

WARREN BRYANT  
DRACUT MA  
2014 CAYMAN S

JACK DINGS  
COHASSET MA  
2013 911 CARRERA

ROD EGGER  
WELLESLEY MA  
2012 911 CARRERA 4 GTS

JOSEPH FLYNN  
CHELMSFORD MA  
2012 CAYMAN R

RICH GAUVIN  
DAYVILLE CT  
2014 CAYMAN

CHRIS GRAFF  
SCITUATE MA  
2008 CAYENNE TURBO

THOMAS GRATZER  
SUDBURY MA  
2015 911 CARRERA

PETER GROSS  
WAYLAND MA  
2016 911 TARGA 4 GTS

THOMAS HIGGINS  
NEWBURYPORT MA  
1987 944 TURBO

MITESH KAPADIA  
WAYLAND MA  
2016 911 TARGA 4 GTS

MICHAEL KRANZLEY  
HINGHAM MA  
2012 911 CARRERA S

WILLIAM LEATHERMAN  
NEWPORT RI  
1962 356

WILL MANNING  
MARION MA  
2003 911 CARRERA 4 CAB

GEORGE MCCORMICK  
DUNHAM MA  
2017 MACAN S

MARC POIRER  
FRAMINGHAM MA  
2001 911 CARRERA

ANDREA REID  
BOXFORD MA  
2015 MACAN TURBO

KEVIN SCHMITZ  
WESTWOOD MA  
2013 911 CARRERA 4S

CHRISTOPHER SEELY  
DUXBURY MA  
2012 CAYENNE

DALE SHAW  
GROTON MA  
2017 MACAN GTS

RAHUL SINGH  
BRIGHTON MA  
2014 911 CARRERA

AUSTIN SOARES  
BRIGHTON MA  
1987 944

MICHAEL SULLIVAN  
NATICK MA  
2010 BOXSTER S

KATHLEEN TIRRELL  
PORTSMOUTH RI  
2016 MACAN S

## Subscription/Address/Car/ Email Changes

### Subscription Changes:

As of April 2016, we can not honor multiple or changing addresses throughout the year. When you subscribe, please choose the one address you will spend the most time at during the year.

### Address Change:

If you have changed your address, you MUST change it at PCA.org, that will also change your Panorama subscription. Your NOR'EASTER subscription change of address needs to be addressed at membership@PorscheNet.com. **The Editor does not control the subscription list.** PCA.org does not control the NOR'EASTER subscription.

Subscribed and not received your copy? Please call or email Membership. **The Editor does not control the subscription list.**

### New Porsche?

Bought a new Porsche? You can change and add cars to your profile at PCA.org.

### Email Change?

If you have changed your email, you MUST change it at PCA.org.



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

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

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

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



**EUROTECH**   
ADVANCED AUTOMOTIVE

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

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

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

Periodicals Postage Paid At  
Framingham, MA 01701  
and Additional Offices

To:

*Time Sensitive! Do Not Delay*

# What Becomes a Legend Most?



## LEGENDARY SERVICE AT A LEGENDARY LOCATION.

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

Whether you are putting your car back on the road this spring, or drive it year round, we will be offering a no-cost vehicle check over for Porsche owners.

AUTO ENGINEERING OF LEXINGTON  
436 MARRETT RD. LEXINGTON, MA  
781.676.7700

[WWW.AUTOENGINEERING.COM](http://WWW.AUTOENGINEERING.COM)



While you're here, you can speak to our Master Technicians about general service needs or high-performance upgrades...all for free.

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

*Book your next appointment online with us.*

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