

THE NOR'EASTER

2016MARCH 2016MARCH 2016MARCH 2016MARCH 2016MARCH 2016MARCH 2016MARCH

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

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

**Many Porsche drivers find splendor in our
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**Many of their Porsches however, rarely have the
opportunity to experience it...**

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

- CHANGE THE OIL AND FILTER**
- FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- OVERINFLATE THE TIRES TO 50%**
- LEAVE THE WINDOWS OPEN 1 INCH**
- INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- WASH AND DRY THE CAR**
- APPLY A FRESH COAT OF WAX**
- REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- MOVE THE CAR TO A DRY LOCATION FOR STORAGE**

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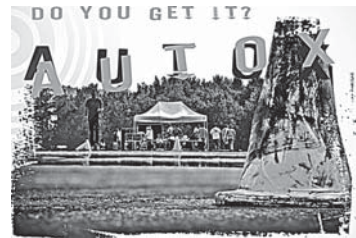
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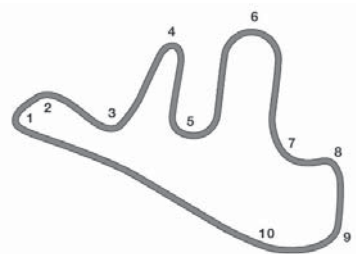
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Cars at Sebring

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

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On the Edge

of Good Service



Adrienne Ross

When my check engine light pops on, all I can see is dollar signs floating out the window, and I immediately wonder if I should pull over. Huh, nothing sounds wrong, the car seems OK. Let me just get it home.

I own 2 German cars. Both marques operated by the Porsche family, both come out of Stuttgart, both are expensive to maintain.

I try to be optimistic, hoping it's something simple or stupid, like I didn't tighten my gas cap. Then I realize I got gas a week ago, and my heart sinks again.

The worst part is that diagnostic fee they

You also need new wipers (I did actually, I'd forgotten to say that), and the headlights, well they're \$500 each. "

charge you to even look!

A friend of mine drives a big Ford Expedition, and his check engine light came on. He called me after a visit to Ford absolutely fuming! "They want \$200 to check the 'check engine' light!" he steamed. I asked if they waive it if there's actually something wrong and they have to fix it. "I asked that," he said. "They said 'no.'"

"No?" I questioned? "Bring it here, I'll take a look."

Maybe the best \$50 I've ever spent was a little OBD2 reader. It stands for On Board Diagnostics, and it's the second edition. I think the first was for early 80's cars. You plug it in under the steering wheel, and it reads to codes on the car. It'll tell you if a piston has misfired, or you have an O2 sensor out, anything really. If you don't understand the code, that's what the internet is for. This kind of thing is very, very handy to have. Mine in this case, read an O2 sensor was troubled. I could feel it too. The engine stuttered a little once in a while. But one, in the case of these damn things, means 4 because "you really should replace all 4 at once." Blah... blah... blah. I cleared the code and drove to work.

I have gone through more O2 sensors

than any one person should have to, and generally speaking, I can drive a bit with one that's unhappy.

But, I should have it changed out. I can feel the Touareg getting sloppy. It even stalled on me. Dammit!

So I called Ian at Wellesley VW. "Ian, can I come see you? The Touareg needs work." As usual he fit me in when I needed it (tomorrow morning at 8AM), and was helpful throughout.

"What's up?" he asked when I arrived.

"The check engine light says I need an O2 sensor, I don't really want 4, but I'm listening to your advice. I need an oil change, and I need a new headlight." I rattled them off like an auctioneer.

"Well, that code doesn't always mean the sensors, we'll take a look."

I braced myself for some awfulness, and went upstairs (in the dealership) to wait.

About 30 minutes later Ian came up to talk to me. He sat down, I hate it when he sits, and held out a paper for me.

"The check engine light is a tear in a vacuum hose." He started. "It's a \$27 part, but it's a little hard to get to."

"Of course it is," I sighed, "it's German."

"That will take some time, but we can change the oil, in the meantime. You also need new wipers (I did actually, I'd forgotten to say that), and the headlights, well they're \$500 each."

"I'm sorry, what?"

"Yeah" he looked sad. "I know." Then he absolutely did not (wink wink) tell me I could get them online for like \$70.

"So, the oil, hose, and wipers are like \$225."

I had the work done, and it took about an hour. It was cheaper at the dealership to change the oil than at Valvoline. The wipers cost that much at Target, and the vacuum hose was ½ hour of labor. Seriously a good deal.

My headlights got done too, and I didn't pay even 1/8th of \$1000 but I don't want to get anyone in trouble.

The point? There are still some good guys out there. Service to them, still

means service, and they don't make it seem like some total hassle to deal with you, like instead of being a customer, you're a total pain in the ass. NER PCA's sponsors are all like that. You can enjoy lunch at EPE, hang out with the guys there, and talk cars, or summer vacation. Our other sponsors regularly hang out with me, and other members, not because they have to, but because they want to.

There's still some great service to be had out there. And when you find it, you should share it with us. We all like a story with a happy ending!

In This Issue...

Spring may actually spring, and it is in the air in NER. We are jam packed with exciting things for you to do, and see!

There's something for everyone! Want to get your car sideways in a controlled environment? Sign up for Auto Cross (AX) School. Ready to compete? Sign up for the season of AX.

Want to drive as fast as you can around a real race track? Sign up for DE, and we'll teach you how. Ready for something on the more relaxed side? The Ramble or Spring Tour may be for you.

The Hack Mechanic pays us another visit. Rob is funny, irreverent, and timely. It's like stand-up about DIY cars style.

Just FYI - this is the last month to subscribe to the NOR'EASTER for the year. If you are new to the Club, and you reviewed it as our gift to you, you may need to resubscribe. See later in this issue on how to do so.

We cut our lists in April - so heads up!

Come find the Board at any event you attend. We'll see you there!

Enjoy the Issue!

One Track Mind

On Demand

It must be seasonal affective disorder. I'm sick of the media coverage around this entire political season - from the personal insults and hectoring by "the Donald" to the disingenuous assaults on Wall Street by multimillionaire Hillary and whining and hyperbole by every candidate in between, I've about had it. Further, football season came and went and our Patriots suffered a disappointing season and I'm writing this column on the coldest day of the year, minus 16 when I checked my trusty indoor/outdoor thermometer at 6:30 this morning. There is, (deep breath) a light at

There is, (deep breath) a light at the end of the tunnel, however - Porsche season is around the corner!

the end of the tunnel, however - Porsche season is around the corner! To get you ready for that we've got our annual Ground School this month at HMS Motorsports to introduce you to the excitement of participating in our track events (Driver Education) and our Newcomers Meeting at Danvers Porsche in March to brief you "newbies" on the benefits and fun of belonging to NER. Specific dates for these events can be found in the "Calendar at a Glance" section of the Nor'easter as well as on our website, at www.porschenet.com.

I was watching the TV news yesterday and happened upon a couple of non-political items that piqued my interest. First, there was an article about a small, rapidly growing company called "Booster." An on-demand fuel service, that will come to your place of business and fill your gas tank. Utilizing a fleet of small tank trucks (shorter than most SUVs and more maneuverable than most small cars, they say), they will come to your place of business once you've ordered gas through their app while still in your automobile. They can then locate your car utilizing your GPS

coordinates. Once there, they will pump gas, wash your windshield, and put air in your tires all for pricing the same as, or possibly lower than, service station pricing. How can they do that, you ask? Well, according to their website, they're not burdened by the facilities costs of a fixed gas station. Sounds like a pretty sweet deal to me. They only work with "campus" type locations, for volume reasons I assume. Now, if we could only get them to DE events . . . hmmm, Stan?



Dick Anderson

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Action at the Auctions



Tom Tate

Even with the excellent fall we had in New England in 2015 I couldn't wait to get on that westbound plane for Phoenix the last week of January. A quick trip down to Myrtle Beach in early Jan to scoop up a '65 356SC was a reminder how pleasant life could be in a warm climate.

I've attended a lot of auctions over the years but this was to be the first one in a long time that I actually had a car ready to go across the block. After watching the excitement for years I figured as long as I was protected with a reserve it would be a lot of fun and it was.

Son, Rob, had just finished a color change

Gooding & Co. offered 19 Porsches and they all went to new owners. RM Sotheby's moved 12 out of 14...

on a '65 356 SC (yes, another one) from gray back to its original Champagne Yellow and the car came out great so we decided to try our luck.



The rise in early Porsche prices has been hard to explain but easy to watch. After 356 prices began showing 30% price increases each year for the last five years 911 prices began to follow along but even faster. That '72 911T that I offered a guy back in 2012 is now worth over three times what he turned down. I'm really glad he didn't take it. Besides the numbers, I've

had a great time playing with it the last 4 years. The question on everyone's mind is whether or not the bubble is about to burst. I'm here to tell you the auction results say no.

While there were some disappointments, the majority of the results speak for themselves. At the Bonhams auction 21 Porsches crossed the block and 100% were sold. Gooding & Co. offered 19 Porsches and they all went to new owners. RM Sotheby's moved 12 out of 14 of Stuttgart's finest for big numbers. Barrett Jackson, never known for selling imported cars, even went where the money was and sold 20 out of 22 Porsches offered. I admit that one was a 550 plastic replica and another was a 914 with a V8 in it but that is still a lot of German iron for them. The last auction house we visited was the one we were in at Russo and Steele, also known for tents in the dirt and pickup trucks. Even they found 24 cars to offer and 18 were sold. Unfortunately, ours was one that wasn't sold as it didn't meet our reserve, but we had a great time and got some great leads.

It does appear that the venue has a measurable effect on the outcome based upon some of the bidding we watched at each auction. Three of the auctions have very limited space and are known for being selective for what they will accept to sell. Bonham's is a good example as 19% of their offerings were Porsches and most were outstanding examples including a '62 356 Carrera 2 that sold for \$627k, a '65 356SC Cab for \$220k, and a '55 356 Continental coupe (with the seller for 46 years) in black that brought \$143k.

A couple of rough drivers slipped in and were clearly helped by the caliber of their stablemates.



A '72 914 (arguably the very worst year to save) that looked like it's green paint was applied in a high school shop class sold for \$16.5k after much work by the auctioneer. It featured green bumpers and they had enough paint left over to also do almost all the gaskets around both hoods. With the tail shift transmission and the smallest engine offered in any 914 it went to a phone bidder that wasn't hampered by seeing the car in person. Well sold. A '65 SC Cab in triple black deserved the \$220k spent but the red '64 C that had been dragged out of the back of the barn didn't warrant the \$55k it brought as it needed everything, beginning with rust repair.

All the 911s offered made their sellers smile, even the mid '70s versions that the market has avoided for years are now coming on strong. A '76 911S Silver Anniversary brought \$70k and a '77 911 Turbo rang the bell at \$170k. We were surprised

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The Long and Winding Road

Back and Better than Ever

All right class, today we will contrast the past with the future. Please call the toss of the coin. OK then, we start with the future. We are sure heading into uncharted areas with new fuel sources and autonomous cars. How about this one: Formula E. I'm sure, as a Porsche owner who stays abreast of racing and technology, that you are well aware of Formula E but for the few Luddites amongst us, let me provide a refresher...

Formula E is an FIA organized 11 race

...we could buy an existing car for not much more money – and a hell of a lot less work.

series for all electric race cars that started in 2014 and is currently half way through the second season. The cars look like Formula One cars but are all electric with a motor capable of producing 200kw or about 270hp. The car/driver minimum weight is 1,950 pounds so, while quick (0 – 60 in under 3 seconds), they are a far cry from a Formula One car that has ~750hp to push around 1,550 pounds. There are a lot of unique rules including: 1) drivers can use the full 200kw in qualifying but only 170kw in the race so that they will be able to go farther; 2) but if you are one of the 3 drivers who win a "fan boost" social media contest you get an extra 100kJ of energy and a "push to pass" button that can be used to occasionally boost the car to full power (note: the "fan boost" winners have also won every race so far – the extra juice clearly helps); 3) even with reduced power the cars can only go about 25 minutes so each driver uses two cars – there is a mandatory pit stop at which point the driver jumps out of car #1 and hops into car #2.

Race strategy is also unique. Each of

the two cars per driver starts out "filled up" but if all available power is constantly used, there is inadequate electricity to finish. Coasting is therefore used to preserve fuel (drivers say it's like driving a "momentum car" – I say let them try a 100hp Miata if they want a "momentum car"). Another fuel saving strategy is the use of heavy braking as the cars are fitted with regenerative braking – but this can cause the batteries to overheat. So there are a lot of variables to deal with: when to coast, when to use "push to pass," heat management, when to change cars, etc.

This all seemed somewhat contrived to me (like Formula One with the funny tire BS) but the racing is actually quite entertaining. The races (all on very tight city circuits) are available on Youtube and last about 50 minutes. There is constant passing and lots of incidents (including some of the cars just dying in the middle of the track when they run out of electricity). And the cars appear to be pretty squirrely due to big torque on treaded tires and the heavy braking strategy so the drivers are very busy. Give it a look sometime.

But get ready for the next technological leap: next season there will be a support race that uses similar cars but which are driverless. So you will have these rather quiet robots zipping around the race track trying to out-think(?) each other using artificial intelligence software. I'll allow you ten minutes for this pop quiz: "Which is the best way to fight a war – using drones or by conscripting children of members of the House and Senate?"

Meanwhile, back in the days when we still use gasoline, let me provide an update on Team Jamaican Bacon – the 24 hours of Lemons team that includes me and now 4 other PCA'ers. That's one more on the team than last year as Chip Wood approached us with the offer of



Bill Seymour

a BMW E30 race car as his entry fee. Since we had been considering adding a faster car to our stable (the Miata is reliable and good for Lemons but too slow to be competitive in Chump Car and American Endurance Racing events) it was easy to say "sure." (Not to mention Chip's 60X36 workshop with two lifts, his mechanical skill and the fact that he runs a machine shop – the DE crew will recall the nice combo seat belt clip/bottle openers that he made.) There was the small matter of "some assembly required" as Chip's E30 came as a caged



shell on a rotisserie (see above), a parts car, a very fancy engine and most, but not all, of the other required bits. Our first work day consisted of scraping off some of the car's undercoating and calculating the cost of the missing pieces. And coming to the conclusion that we could buy an existing car for not much more money – and a hell of a lot less work. And, wonder of wonders, we learn that PCA'er Michael Norek has just such a car for sale. Bingo (see below).



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Minutes of the Board

February Meeting

Alan Donkin

The February board meeting was graciously hosted by Laurie and Steven James at their home in Acton Massachusetts. Attending members were Steven & Laurie James, Dick Anderson, Bob Cohen, Stan Corbett, Steve Ross, and Bill Seymour. Missing were Kristin Larson, Adrienne Ross, and myself. Steven James pitched in and took notes of the minutes and wrote much of the following text. Thank you Steven for your help. The meeting was brought to order at 7:50 p.m.

The first subject of discussion was raised by Dick Anderson regarding a recent correspondence from PCA National. They sent out a draft of their "2016 Minimum Tour Standards" which they requested comments on. There were several controversial aspects suggested in these standards which may have a dramatic impact on how our chapter conducts our tours such as the Ramble and the North and South Shore events. Special guests Charlie and Martha Dow, Bruce Hauben and Joyce Brinton were invited to the meeting to help the board with their experience and recommendations. There were 12 points of the draft that were discussed. The board reviewed each point and agreed that based on NER experience 3 points needed modification. Dick Anderson will write a response to PCA providing our feedback and recommendations.

Bruce Hauben announced his upcoming retirement from the Ramble. We are looking for a replacement to work with Bruce on the 2017 Ramble To draw from his 15 years experience in running this popular activity. The Board broke into round of applause for our special guests to acknowledge the work they have done to make this event one of the most popular social activities of the club.

The 2016 Ramble registrations have been very successful with 144 sign ups in the first 30 days. There are just a few spots left with the maximum number of

rooms at 165.

Discussion then turned to other club activities and Robert Cohen brought up the NER Gala and as promised, this year we are trying something new. We are going to the Museum of Science and the board voted to have this event in January 2017. Bob requested a third signer for the checks to expedite turnaround of expenses and the board approved Laurie James as third signer. The treasurer's report was then accepted by the board.

Steve James reported on membership: Membership is now combining two lists for the editor; the current 2016 NER Mailing list with a list of members renewing the subscription on Motorsportreg.com. After the Jan mailing there were > 5 reported duplicate magazine mailings which will be removed prior to submitting the Feb NER mailing list.

We have 1663 primary and 955 affiliate members for a total of 2,618. Of these we have 17 new members and 3 that transferred in and 2 that transferred out. Total Nor'Easter renewals YTD for 2016 is 695 with more than half of these still by check. It's our goal to transition all renewals to Motorsportreg.com sometime in the not too distant future.

Stan reported on Driver Education and the DE Ground School with current registration at 25 confirmed and 3 pending. A presentation package has been completed and Stan, Kristin, and Dick will be presenting at the school. The DE dates for 2016 have been locked in with Thompson (May) and Watkins Glen's (August) contracts signed and paid. We're still awaiting contract finalization from Palmer (June), Mont-Tremblant (July) and Palmer (September).

Steve Ross reported on Activities : the Paul Russell Restoration tour is sold out and the wait listed people will be notified if they can attend. There will be a tech session at

Porsche of Warwick on March 5th but some details are need to be finalized such as time, subject matter, morning refreshments, etc. More information will be available soon. April 3rd at 2:30 p.m. Rob Siegal "The Hack Mechanic" will be discussing his new book and telling his humorous stories at VFW in Natick, MA. Another tech session is slated for either April 9th or 16th and will be hosted by EPE in Natick, MA. Further details including start time will be forthcoming. There will be a Photo Clinic on April 26th at the VFW in Natick, MA at 1:00 p.m. presented by Richard Viard club member and photographer.

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Happy PCA Anniversary!

Thirty-Five Years

Robert J. Cohen
Nann E. Weissenberger
Michael Carano
Robert M. Stevenson

Fifteen Year

Anthony Florindi
Ronald J. Greco
Robert A. O'Meara

Twenty-Five Years

Rick Myers

Five Years

Richard N. Puopolo
David I. Friedman
Juan M. Marcelino
Joseph K. Weistroffer

Twenty Years

Joseph W. Augusto
James J. Dempsey

Sign Me Up

Slippery Slopes



Steven and Laurie James

Oh, how the weather and work conditions improve my motivation. It wasn't a week ago I was enjoying some February weather in the 50's and aided by a southern exposure, I opened the garage doors and had a nice time working through a list of the pre season maintenance items on the Porsche.

Mr. Berman made his way over to assist and we were working through the remainder of my checklist. plugs, distributor cap, rotor, and a new set of plug wires. The cap and rotor were tired and made me think of the last auto cross

I am not sure if I would get any hack mechanic points from Rob Siegel, however at some point you need to move on.

event when saving a tenth of a second was the goal. Hard to know if new parts could have made any difference, my guess is they would have helped...

Earlier in the week I had a specific challenge removing the plug wires from the distributor cap, even aided by a plug wire wrench. These wires were only a few years old, looking back, I paid ~\$300.00 for this set. I was not planning to replace wires for a few more years until multiple wire connectors broke during the removal. The connector was stainless designed with a nice locking retainer clip; the weak link was the thin piece of copper connecting it to the plug wire. Like most DIY projects I did learn the best removal method after some collateral damage, so I was off to find three replacement connectors.

After no luck exchanging my damaged plug wire/ connectors at the local auto parts store; I started looking on E-bay and found plug wires; sold in cut to length with separate connectors and one set of replacement connectors that may have worked. After thinking about

my time, risk reward, etc, I made the choice to break down and buy a new set of plug wires from Pelican. Problem solved. I am not sure if I would get any hack mechanic points from Rob Siegel, however at some point you need to move on.

After going through the installation, wire routing connectors, and positioning etc, the engine was run up to temperature to check the oil level and with an hour of sunlight remaining we dug into a pesky electrical short in the hub of steering wheel that was setting the horn off. Last year, while driving out to for a DE event at Lime Rock. somewhere in western Mass I rolled over a swale in the freeway resulting in a full horn blast until I banged on the hub; it stopped. It got my attention and anyone driving close by so after a few more times last season, it was officially a PITA.

Dave and I were looking at the hub assembly made a few adjustments and determined when I retighten the wheel nut last year I had switched the ground wire and the power leads. Switching these wires changed the connection points of the hub, once these were reversed, problem solved. That was a nice gremlin to find. The down side was 10 minutes of random horn blasts coming out of the garage.

I'm sure a few neighbors were close to walking over to see what was going on.

As we finished for the day, I planned the following weekend to check suspension parts, R&R the rear brake pads. That was until I got up to temps of -11. Even warming up to 10 isn't going to help. No motivation to crawl around a stone cold concrete floor, headlamp and three layers of work clothes.

Next weekend there is the tour of Paul Russell, in Essex, Ma. By the time this is published many will have just been through their facility; this is a dream shop to work in. Lots of space, lights and heat; it's what I need for mid winter motivation.

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Don't Lift

Getting Ready for 2016



Stan Corbett

The DE Ground School is coming up this Saturday, February 20th. Registration shows about 30 attendees, a bit lower than the past couple years though we usually get a few that show up without registering. I'll have a report in the April issue of the Nor'easter.

One month after the Ground School I will be at the Newcomers' Meeting on March 20th presenting DE information and videos. I'll be available before and after the meeting to answer any questions you may have about our DE program.

For a wealth of information on the upcoming DE season see the "What is

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

Driver's Education?" article elsewhere in this issue. One thing that bears repeating, because the message doesn't seem to get to everybody – signing up for an event without paying is not a full registration. Until your payment is received, either by check or electronically, you are NOT confirmed for the event and a space will not be held for you in the event. Priority for getting into an event is set by the date paid. This is particularly important for the Green and Yellow (beginner and novice) run groups as the number admitted is dependent on the number of instructors signing up. It's important for all run groups at the Mont-Tremblant event, July 4-6, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

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

anything else I think might be of interest to us as Track Rats. Most of the answers to your questions can be found there and, if you can't find the answer on the site, please feel free to email or call me (contact info is at the end of the column). I am also interested in any suggestions you might have for improving the DE section of the site.

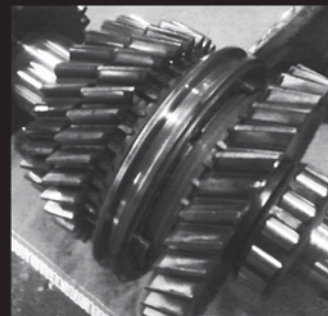
HEADS UP! It isn't too soon to start thinking about the upcoming DE season. Registration for NER DE events opened March 1st. Don't miss out – register early!

Finally, in an attempt to be sure EVERYONE gets the message... If you have a 2005 helmet you need to replace it before your first DE event of the season. Helmet certifications occur every 5 years and are valid in PCA events for 10 years. Please DO NOT show up with a 200 helmet, you WILL NOT be allowed on track with a 2005 helmet. The 2015's have been out for several months and the 2010's are available at a decent discount.

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

Don't LIFT! Stan

MY 911SC
*Soon after purchasing my 1979 Porsche 911 wide body Targa,
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Around the Cones

Up and Coming



Steve Ross

Although not the equivalent of last year's almost daily blizzards, this year's accumulation of the white stuff, paired with some incredibly cold temperatures has tested the meddle of hard core New Englanders and it's only mid-February as I write this.

While traversing the roads of the area I repeatedly see a large number of drivers ignorant of two facts. 1. That you not only need your headlights at night, but that it also happens to be a law. How many people do you see, most near dusk with

is an accident with a self-driving car, who is at fault and who gut's ticketed. The computer??? Of course I hope the number of PCA people who will drive (well sorta) them is very small, as we like to be engaged in driving, not be a passenger. The shock of Porsche gradually replacing the stick shift with PDK's is very disturbing to this dyed in wool manual transmission fan, who has owned exactly one automatic transmission car (A '65 Ford Galaxie coupe) amongst the 56 cars I have owned.

Keep an eye on the Noreaster and the website for upcoming event, the good weather is coming up (we hope) and it would be great to see many of you at outdoor venues once the weather turns.

Almost forgot a recent visit to the Dezer museum in North Miami. An amazing collection of many cars that were used in movies from the infamous James Bond Aston Martin's, Royce Royces, Lotus under water cars, helicopters, planes and so on. In addition many other movie cars, 50's & 60's American cars, a most complete collection of motorcycles, many of which I had never heard of let alone seen, and hundreds of riding bicycles of all shapes and sizes.

If you are in Florida, make a point of visiting this museum, you will be amazed at the depth and breadth of the collection . <http://www.dezercollection.com/>



Fresh off the press of automotive news, Self-driving cars do not work in snow... Apparently the self-driver's rely on "seeing" the white lines on the road...

one of their lights dark, or in some cases with neither one on, hello you have to be seen too.

Now how about those lazy drivers who refuse to clean off their cars of the snow, primarily on the roof but I have seen hoods, any or all the windows and even one woman who had the left side of the windshield fully cleared but had deposited it on the right side so there was no visibility to the right front. Another duh. Of course the stupidest situation is those who look out a "rabbit hole of the side window thus leaving out anyone else within eyeshot to be seen.

Fresh off the press of automotive news, Self-driving cars do not work in snow. What would you expect Google to do, ship their cars to the snow covered mountains of California to confirm this finding? Apparently the self-driver's rely on "seeing" the white lines on the road to determine where they are. Guess they will only be fair weather cars for the near term.

Speaking of the next "great thing" in driving (if you can call it that), when there

Tech Session Warwick, RI

March 5th

2015 Calendar At-A-Glance

March

- 5 - Tech Session Porsche
Warwick
- 9 - Board Meeting
- 19 - Tech Session Unique
- 26 - Car Photography Clinic

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

- 9 - Board Meeting

December

- 14 - Board Meeting

The good folks at the dealership have invited the region members to a rescheduled tech session at their state of the art facility in Warwick R.I. on March 5th. Detail as to time, subject matter, morning refreshments and lunch will be posted shortly



Car Detailing Workshop

March 19th 10:00AM



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

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

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

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

In addition, Unique Car Care has been recognized as one of the Top Car Detailers in the Nation by Dupont REGISTRY. Sign up at porschenet.com - Events Questions? Adriane.Ross@porschenet.com

Car Photography Clinic

March 26th 1:00PM

Take your car photography to the next level with our Car Photography Clinic. Do you have a digital SLR but always use auto mode? Are your car photos not quite Panorama material? Does your point and shoot camera cramp your style?

Come to our car photography clinic where our frequent club photographer Richard Viard will introduce various ways to improve your photos through an easy to understand format focusing on essential tips for getting the most out of your shots. You will learn out to get out of auto mode and the essential settings for specific situations.

The topics covered will include:

- Turning off the nanny
- Basic camera control
- Composition (driving the lines)
- Essential tips for
 - o Motion shots
 - o Stop action
 - o Beauty shots
 - o Post processing
 - o Workflow and organization

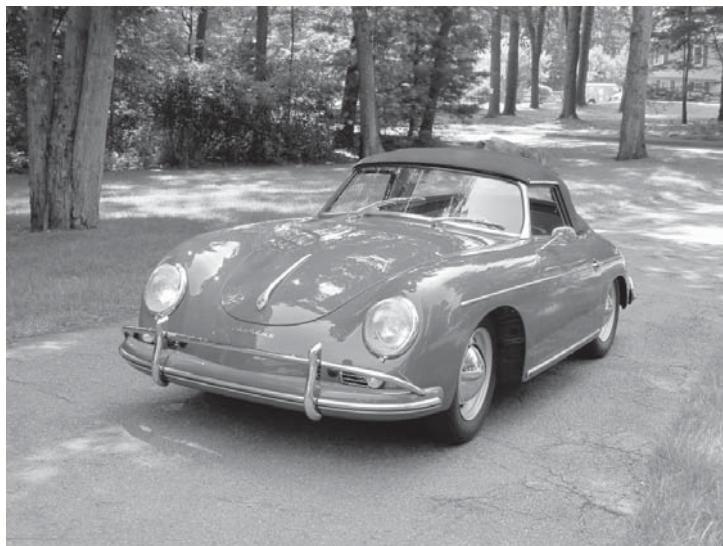
Although geared towards car photography, the tips covered in this clinic apply to other type of photography such as portrait, landscape, and more.

The clinic is open to all levels, no prior photography experience is needed.

There is no charge for this event and the club will have munchies, donuts and coffee available.

RSVP at Porschenet.com

Questions email Steve Ross at SLR944@AOL.COM



Tech Session at EPE

April 16th 10:00AM



Topics that will be covered.

Awakening your car from winter hibernation

Pre trip/flight check lists

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

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

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

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

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

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

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

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

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

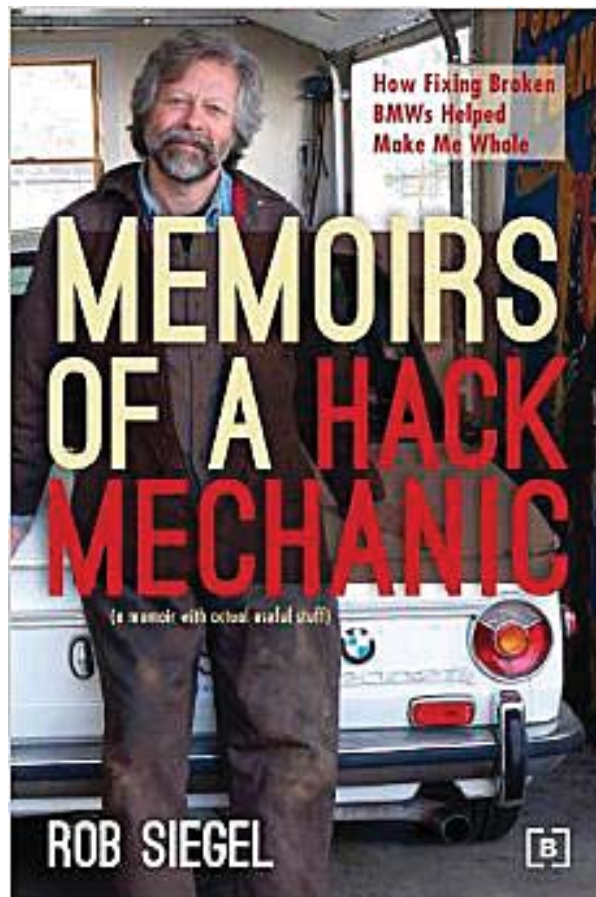
The Hack Mechanic

April 23rd 10:00AM

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

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

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



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by Marcus Collins

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Auto Cross School

Sunday April 24th

Sponsored by



What is autocross?

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

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

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

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

What about the downsides?

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

Who should attend the Autocross school?

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

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

Registration

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

Conway Autoworks

Conway Autoworks is a full service routine maintenance and race car prep shop. Check them out at <http://conwayautoworks.com>!!

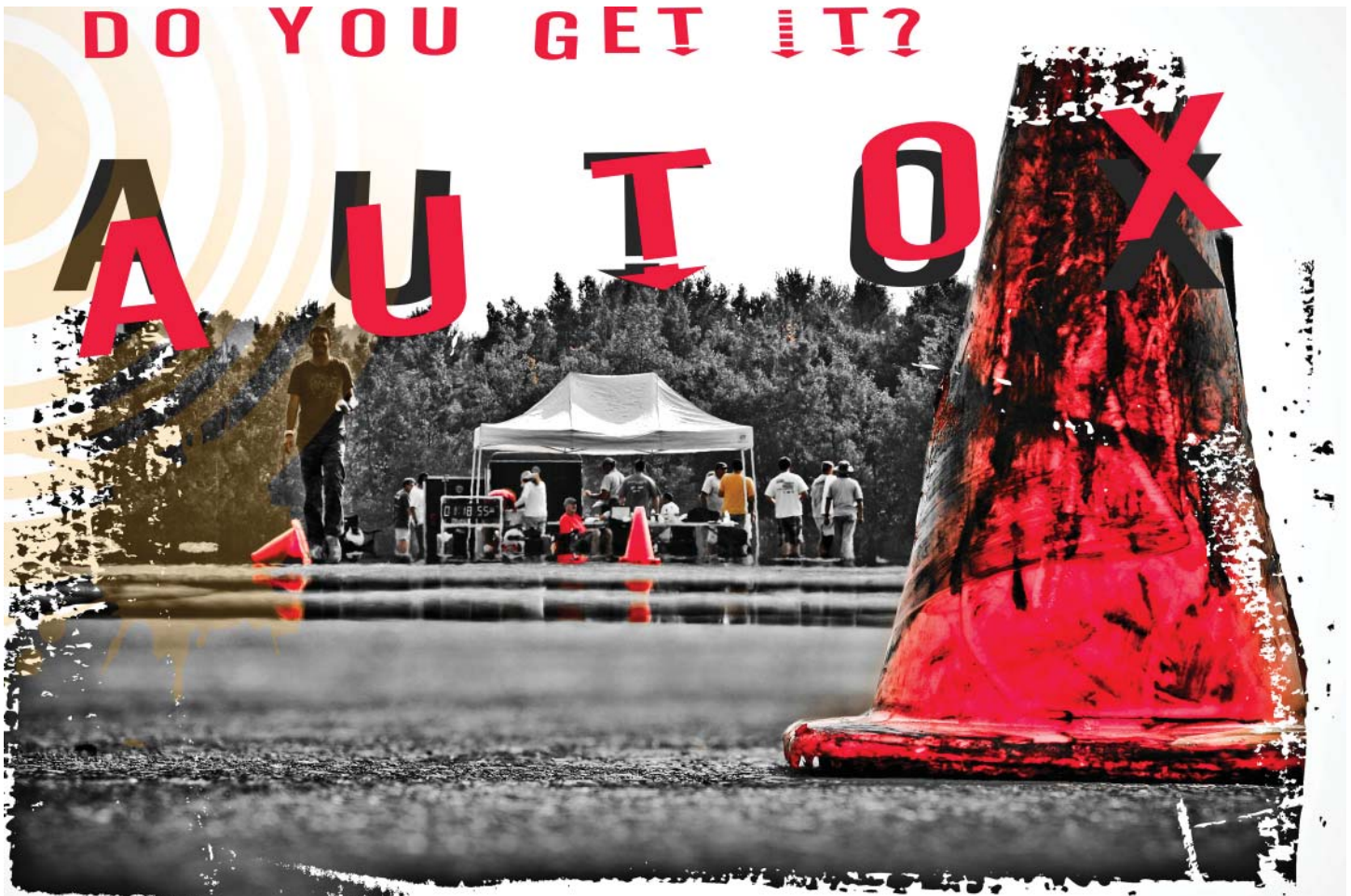
Directions to Fort Devens

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

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

Registration questions: Dave Berman autocrossreg@porschenet.com

General questions: Bill Seymour autocrosschair@porschenet.com





Drivers Education TSMP

May 5th and 6th

Sponsored by South Shore Autoworks



Join the Northeast Region drivers for our first event in 2016 at Thompson Speedway Motorsports Park in Thompson, CT for a 2-day DE event. This event will include a return of our annual Novice Day activities plus a full DE for signed off drivers. About an hour from Boston, this track is even closer than NHMS for many of us. This road course was in use in various configurations on and off for many years starting in the 50's and running through the early 70's. It lives again as a 1.7 mile road course with a long, fast front straight and a set of more technical sections including portions of the NASCAR oval. This year's Thompson event is again sponsored by Justin Becker and the folks at South Shore Autoworks in Kingston, MA. Check them out at <https://southshoreauto1.godaddysites.com/> and see their ad in the Nor'easter.

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

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

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

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

Students \$397

Signed off Drivers \$350

Instructors \$0 (FREE!)

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

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

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

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

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

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

2016 NER DRIVER'S EDUCATION

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

What is Drivers Education?

There are two ways to answer the question.

From a technical perspective, Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on real race tracks in a safe, controlled and fun environment. Typical DE events are run over 1, 2 or 3 days. Drivers are assigned to one of four or five run groups divided by experience and skill level. Each day is separated into four sets of run groups so all drivers are on track 4 times per day for 20 to 30 minutes each time. To ensure maximum safety and fun you're placed in a run group with other drivers with similar experience and skill levels. In the beginner and novice (student) groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing or preparation for racing. The events are not timed and there are no prizes. Prescribed passing zones and rules and codes of conduct add to the safe environment.

From an enthusiasts perspective, DE can easily become a lifestyle throughout the summer and in fact year 'round. Waking moments are spent at the track, or thinking about the next time there. We live for the rush of adrenaline that comes from moments like touching 150 mph just before jumping on the brakes at the "bus stop" at Watkins Glen. Or, allowing the car to drift out to the turn-in at the end of the front straight before powering over a blind cresting apex at Mont Tremblant. Just as importantly, highpoints of seasons at DE events include laughing with new and old friends over the events of the day, or instructors sharing what they've learned and watching the smile of new students as they discover what they and their car are really capable of. Yes - some of us are DE addicts. Others attend only a few a days a year, and enjoy building their competency and letting the car do what it was built to do.

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

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

DE is a different experience for everyone. You've got to try it. The only critical components are desire and a car!

Drill deeply into the DE section of our web site, you'll find lots of information and helpful ideas. Hope to see you at the track.

What's new or continuing for 2016?

Watkins Glen is Back, Lots More Fun:

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

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

For those new to DE:

Novice Day 2016 will be part of the first event of the season. We are still working out the details but hope to include car control activities, classroom sessions and on-track driving for our novice drivers. Please note that it is NOT a requirement to attend a Novice Day in order to participate in our DE events. All of our events provide instructors for beginning and novice (Green and Yellow run group) drivers.

Ground School:

Are you are new to DE'ing? Are you a new member of the Porsche Club? Or, perhaps, a long term member getting back into Porsche-related activities? Are you interested in expanding your Porsche experience into more exotic realms? Would you like to drive your Porsche 'spiritedly' without the risk of running afoul of the polizei? Would you like to know more about our DE program? If so, I highly recommend attending our DE Ground School which is scheduled for February 20th this year (see promo in this issue).

No more paper... save the planet!

NER is continuing our policy of not accepting paper registrations. To register for any DE event hosted by NER you will need to do so online at clubregistration.net. Once you have created an account and profile with clubregistration.net it is a quick, simple process to sign up for an event and electronic payment is available. You will, however, still be able to send a check by 'snail' mail if you prefer. See our web site for details. For NCR hosted events go to their website and their registration site.

Watch the NER Web Site

While we email information to registered drivers the web site should be checked periodically for new and updated information. For example the rates and reservation information for the Mont Tremblant hotels with which we negotiate special rates will be posted on the web site at the "DE Event Information" page.

Registration Process

How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the Driver Education activity page you will notice the host region is identified for each event. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region. The host region's registration web site will be the only point of registration for the events they are hosting. This means for the NCR DE events at you must go to NCR's (the host's) registration web site to register.

Each region will also require you to

establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases setting up your profile with each registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each registration site, you will be able to log in and will be automatically remembered. For our returning drivers, be sure to update your profile including driving history, car info if you change or add cars AND keep your email address current! The last is particularly important as we use the registration site to send information to drivers via email.

Under the DE calendar you will find contact details and web addresses for each of the regions and the tracks. If you have any issues with registering either yourself as a driver or for any particular event, please do not hesitate to contact us.

When to register:

In most cases registration for NER events opens on March 1st and NCR events on February 1st.

As a general word of warning, be aware that both regions accept entries on a first-come, first-paid basis. This year (as a result of the coordinated calendar, our return to The Glen and the proximity of NCR's Limerock event to the Porsche Parade) there may be much greater demand for most events; we fully expect that some will sell out very early. Although you cannot register before the registration opening day, we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up. Instructors tend to be late in registering; so Student drivers, sign up and pay early. It's also particularly important for the Mont Tremblant event, July 4-6, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

Other important information about registration:

Though NER and NCR are entirely separate and distinct regions, we've

done our best to coordinate our policies and procedures to make the DE season as seamless as possible. Even so, please familiarize yourself with the host region's policies and protocols by reading the host region's policies as found on their individual web sites. Do not assume the rules you are accustomed to with your home region will be the same as those of other regions. Your standard operating procedure should be to check the DE pages of any region's event you are attending far enough in advance to allow compliance with their policies; AND those may change from year to year.

A few NER registration caveats:

Registration closes 2 weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is received, either by check or electronically, you are NOT registered and a space will not be held for you in the event. If you register after the 2-week cut-off or at the event with permission of the registrar, you may be subject to a \$50/day or \$100/event surcharge, whichever is less.

All registrations will normally be for the entire 1, 2, or 3 days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25/day) and should check first with the registrar.

Instructors are urged to register early to allow us to admit as many student drivers as possible.

If Instructors register within 2 weeks of an event, they will pay an additional \$25/day beyond the Instructor rate.

All of the above surcharges are at the discretion of the Track Chair, Registrar and/or Chief Instructor and may be modified depending on the individual circumstances of an event.

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

- You must be 18 years or older
- You must be a currently licensed driver
- You must not be under the influence of drowsiness-inducing or mind altering substances (prescribed or not) prior to or during the event.
- You must be a member of PCA or another recognized car club (such as the BMWCCA).

For more information on requirements go to www.porschenet.com

What can you drive at a PCA Driver Education event?

Both regions accept any Porsche vehicle (excluding tractors, because they don't have seat belts). NER also accepts any non-Porsche driven by a PCA member, or member of another car club recognized by NER. NCR has agreed to conform to the above at our shared events. If in doubt, contact NCR's registrar.

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are:

All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with roll over protection (roll bar or roll cage).

Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have at least 3-point seat belts.

For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints for both driver and passenger. Also be aware that many tracks have dB (noise) limits — a modified exhaust may not be acceptable at all tracks. Check the web sites and READ your registration acknowledgements.

What else is needed?

Both regions require that your vehicle be given a pre-event Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable NER and NCR tech forms and a list of recognized inspectors can be found at each of the host regions' web sites. Each host region will have slightly different forms and require-

ments, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not negate the vehicle's driver/owner responsibility for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2010, SA2015, M2010 or M2015. In addition NER will also allow K2010 and K2015 helmets. In all cases SA ratings are strongly recommended for their fire safety qualities. Helmet certifications occur every 5 years and are valid in PCA events for 10 years. Please DO NOT show up with a 2005 helmet, you WILL NOT be allowed on track with a 2005 helmet. The 2015's have been out for several months

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

Note: If you're buying a helmet this year, the NER Track Committee strongly recommends that you get a closed-face SA-rated helmet for the additional safety it affords.

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions do require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface within reach of the driver although some regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

In summary:

- Identify who is hosting the event or events you wish to enter
- Go to the host's web site and locate links to Driver Education
- Go to their registration site and register for events
- Pay online or mail a check to the host region
- Have a fire extinguisher installed in your car (if required by the host region)
- Beg, borrow or buy a helmet that meets or exceeds SA2010 or M2010 (or K2010)
- Download a tech inspection form a couple of weeks before the event
- Locate a nearby tech inspector from your home region's web site
- Have your car inspected and keep the signed tech form, as you will need it at the event
- Read the articles on what to expect and what to bring that appear on our web site
- Come to the track and have fun.

2016 Driver Education Schedule:

Registration

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

Pricing*

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

Contact Information:

Northeast Region (NER)
www.porschenet.com

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

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

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

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

Track Chair
Pat Maloney - 978-501-0161

Event Registration Site
www.clubregistration.net

Event Registration Site
www.motorsportreg.com

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



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

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

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

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

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

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

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

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

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

Finally the details:

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

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

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

*Entrant/Co-Entrant Names: _____ / _____

Address: _____

City/State/Zip: _____

Day Phone / Night Phone _____ / _____

*Email: _____

Porsche: Year/Model/Color: _____ / _____ / _____ License Plate# _____

*Dinner Choice: *Dinner Choice: NY Sirloin: # _____ Baked Stuffed Haddock: # _____

Boursin Stuffed Chicken# _____ Phyllo wrapped Veggies/Mushrooms# _____

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

Checks Payable To: NER/PCA

Circle The Rambles You've Attended

'91 The Wolfeboro Inn

'92 The Old Tavern At Grafton

'93 The Eagle Mountain Inn

'94 Cranwell

'95 The Woodstock Inn

'96 The Equinox

'97 The Black Point Inn

'98 The Sagamore Inn

'99 The Wequasset Inn

'00 Cranwell

'01 Top Notch

'02 Mt Washington

'03 The Woodstock Inn

'04 The Samoset Resort

'05 The Sagamore Inn

'06 Stowetlake Resort

'07 The Equinox

'08 The Balsams

'09 Otesaga

'10 Mountain View Grand

'11 The Equinox

'12 The Stowe Mt. Inn

'13 The Mt. Washington Omni

'14 Otesaga

'15 Mountain View Grand

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

Sponsored by



Auto Cross #1

Saturday, May 21st

Sponsored by Herb Chambers Porsche of Boston

Herb Chambers



PORSCHE

Boston | Burlington

The first competition event of the 2016 NER Autocross Series is Saturday May 21st at Fort Devens. Our sponsor for this event is Herb Chambers Porsche. And, if we are lucky, we might even get Race Track Rick to bring out a 991.2 for some exercise (no, you won't be driving it, he will).

Just a few changes from last year including the ability to see results on your smart phone in real time. Otherwise we will continue to have great courses designed by Scruffy and great beer afterwards at the Billiards Café.

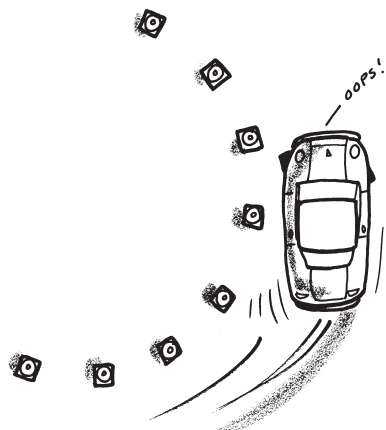
Registration opens on April 21st and you also have the option of signing up for the season (and saving \$50). Go to <http://pcaner.motorsportreg.com/>

Note that teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details.

We look forward to seeing you at this first event. Questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration/payment issues, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions to Fort Devens

From I495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines. Google map address is 91 Fitchburg Rd. Ayer MA



Spring Tour

Sunday, May 22nd



Join us for a delightful jaunt on the highways and byways of the beautiful and historic South Shore on Sunday May 22. We'll meet at the newly constructed showroom of Porsche of Norwell located at 75 Pond Street (Rt. 228). Paul Maranian and crew have agreed to provide coffee and some light snacks to fortify us for our journey. Please arrive no later than 9:30 a.m. so we can get everyone checked in before we send the first cars off at 10:00 a.m.

We'll depart in groups of 6-8 cars, following a course that will wind through various towns on the South Shore. If you come upon a scenic spot where you might like to linger, please feel free to do so and join up with the next "pod" of Porsches making their way along the course. After a leisurely, relaxing, drive through the countryside, you'll arrive at our chosen restaurant between 12:30 and 1:00 p.m. where tables will be awaiting us to enjoy a well earned repast.

It should be a lovely day during which to enjoy Mother Nature's spring finery (and a variety of Porsches as well) in the company of a great group of PCA members. Please sign up below to register (1 "space" for each person attending) so we can give our hosts at Porsche of Norwell and the restaurant a count, but if you decide to join us at the last minute, just give Dennis Friedman a call at (781) 740-1660 to let us know you'll be joining the fun.



Paul Maranian

General Sales Manager

Porsche Norwell
75 Pond Street
Norwell, Massachusetts 02061
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As you may remember from my previous Nor'Easter article about the PCA Zone 12 event at Daytona International Speedway, my 2006 Cayman S (now with a 997.2 3.8L engine) is spending the winter in Ormond Beach, FL with BGB Motorsports. Rather than drive home last October, and then put my car in storage for the winter here, it just made sense to this gearhead to store it in Florida for the winter; and continue the shakedown of the engine and drivetrain mods at another event before driving back to Massachusetts in the spring. My wife agreed(?) that this was an eminently sensible approach.

I quickly decided that my other winter event should be at Sebring International Raceway, and considering my work and personal commitments, the end of January/beginning of February was shaping up as a good time slot to pursue. As luck would have it, this timing coincided with the 23rd Annual 48 Hours at Sebring, which many consider to be the preeminent PCA Club Race of the year. While I find Club Racing interesting, the real allure to me was that the DE portion of the event was only for Advanced Solo drivers, and passing would be allowed anywhere on the track with a point-by.

Once my registration was accepted (thanks to Stan Corbett for confirming my stellar driving abilities), it was time to begin my preparation. The first step was booking flights and hotel rooms, the next was beginning to acclimate myself to the 3.74 mile, 17 turn Sebring road course. The historic nature of the venue was apparent when I read the nomenclature on the track map – Gurney Bend, Fangio Chicane, Cunningham Corner,

Flying Fortress Straight, Bishop Bend, Le Mans Curve, Ulmann Straight.

With track map in hand, my next stop was YouTube, and a search for in-car track videos. I located a couple of Jim Pace videos that I found quite helpful. The first was a narrated tutorial driving the circuit in a 1974 Porsche RSR 3.0L, and the second showed him racing at the venue with a track map, tachometer, speedometer, and gear shift indicator at the top of the frame. After watching multiple times during multiple sittings (the value of spaced repetition), I was beginning to be able to visualize the track in my mind's eye.

My wife's parting words as she dropped me off at the Logan Express in Braintree were: "Be Safe". As I was riding on the bus, I thought back to my first ground school at HMS Motorsports back in 1999. The presenter speaking about DE participation emphasized that modifications to enhance your car should happen in the following order: First make it safe, then make it stop, and then make it go.

The flight to Daytona Beach by way of Atlanta was uneventful, and I took the shuttle to an airport hotel. Since registration didn't start until Thursday February 4th at 10:00 a.m., I decided to stay over and drive down in the morning. When John Tecce from BGB arrived with my Cayman, he suggested that I get off I-4 and take

the FL 417 toll road around Orlando to avoid the morning rush hour traffic. Speaking to others upon my arrival in Sebring, I would say that routing saved me 30-45 minutes. As I entered the town of Sebring on US 27, I stopped at the La Quinta where I was to stay, and although there were no rooms ready at 9:40 a.m., I did sit down, relax, and enjoy the breakfast I brought with me. From the hotel it was only about a 10 minute drive to the track.

While the event is called the 48 Hours at Sebring, it's really a 4-day event for both Club Racers and Advance Solo drivers. I got checked in and teched, and attended our Driver's Meeting at 2:30 p.m. The emphasis was on what it would be like with 60+ cars on the track passing wherever we got a point-by. There was lots of discussion about who owns what part of the track, particularly in the corners, and the need for extra, all-around awareness due to the variety of cars that would be on the



Copy and Photos by Dennis Friedman

track. There were a smattering of 944 Club Racers, a few older 911's in various states of tune, a number of spec Boxsters, Interseries and other modified Caymans, and many Turbo's, GT3's, GT3 Cup cars, and GT3 RS's, including some brand new ones. About the only cars that weren't heavily modified were the various GT3 derivatives, GT4 Caymans, and a lone Boxster Spyder.

At the end of the Driver's Meeting we were admonished to show up to the grid at least 5 minutes early or we would have to enter from the hot pits after the rest or the cars had been released. We were also instructed to grid right to left, and front to back, by capability and the speed at which we'd be driving. For our first 60 minute session (and in fact for all my sessions) I was on the left hand side well to the back of the grid. The grid workers checked out each car, then 5 fingers went up, then it was 1 finger, and shortly thereafter the cars began to roll out of the grid area into the hot pits.

I felt I was ready to go on track, but clearly less than certain that I could find my way around with much speed. Since there was no instruction at this event, I made it a point to connect with a local driver who agreed to let me follow him around for the first 4 laps (the first 2 laps were under the Yellow flag), and



that helped quite a bit in becoming acquainted with the track. By the 4th lap we were already being lapped by the faster cars, and the fun had begun. I pulled into the pits midway thru the session to relax and check tire pressures, and then I was back out on the track for the rest of the session. At 5:00 we had a "chalk talk" with David Murry. He very

effectively used a video of him running the track to point out tricky areas as well as landmarks and reference points to watch for. He pinpointed where the track was particularly rough and how best to traverse those sections without upsetting your car.

Before too long, I began to feel comfortable that I knew where I was going for Turns 1 thru 10, but sections of the track from Turns 11 thru 16 were very similar. To



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make matters worse, there's wide swaths of asphalt in places, and looking far ahead can be somewhat disconcerting as you're trying to figure out where to go at 80-90 mph. So it was always comforting when I could fall in behind another car as I was heading into this portion of the course. Unfortunately, at this early stage of the event, the cars I was pointing by tended to be so much quicker than me, that they were by me and gone in a corner or two. When I got into the shower on Friday afternoon, I noticed a bruise on my left forearm from hitting the roof for all the right point-bys I was giving!

Our first track session commenced at 7:30 a.m. each morning, and although they didn't require us to re-tech each day, it did make for an early start. We had most of our Advanced Solo runs in the morning interspersed with race practice. On Saturday, the Club Racing began in earnest with 2 sets of sprint races, so we were done for the day at 1:50 p.m. I spent the afternoon watching some of the racing, but also taking in the sights and sounds of the Sebring complex.

Reflecting upon my time at Daytona and Sebring, they have very different vibes. Daytona is the birthplace of NASCAR, and in their own words about recently completed renovations: "DAYTONA Rising is a \$400 million reimagining of an American icon". To use another of their marketing phrases it's the "world's first motorsports stadium", which now has more comfy seats for 101,500 people, lots of concession areas, and glitzy sponsor signage wherever you turn. Although the Rolex 24 clearly has a road racing component, Daytona's essence is its 31° banking and sustained high speeds up around 200 mph.

On the other hand, Sebring is all about road racing. The track came into being in 1950 with hay bales spread around Hendricks Field, a B-17 training base during World War II. The 5+ mile road course was eventually shortened to the current 3.74 miles so they wouldn't have to shut down active runways and get FAA approval when it was in use. As you might expect in central Florida, there are no elevation changes. There's also little camber to utilize in the corners, and the course is legendary for its bumpiness. There were various places on the circuit when my PSM came flashing on to tell me that the car was too unsettled to accelerate. As you'll see from the pictures, this is a huge complex that is functional and geared toward amateur racing, while



Daytona is all about professional racers with lots of permanent, very nice facilities.

So what's the attraction of Sebring? Beyond the sense that you're driving in the shadow of many road racing greats, the configuration of the track is like none other. First of all it's very fast, with a couple of sections that can easily exceed 150 mph (I never got above 137), and several others in the 130-140 mph range. Next are the unusual corners and chicanes starting with the Turn 3-4-5 combination into the Carousel. After barreling thru the "Gurney Bend" at full throttle, the approach to the Turn 7 "Safety Pin" requires several heel/toe downshifts as you brake from 130+ mph to 50 mph and get into 2nd gear. This used to be the "Hairpin" but was re-configured for safety at the urging of Don Panoz.

The "Safety Pin" leads to the flat-out Fangio Chicane which ends at the 80 mph "Cunningham Corner", then it's thru the fast "Collier Curve" sequence approaching the Turn 10 "Tower Turn" where several asphalt and concrete patches come together. You build speed to full throttle down the "Flying Fortress Straight" and stay flat-out (if you have the nerve) thru "Bishop Bend", braking down to 80-85 mph for Turn 15 as you set up for the Turn 16 "Le Mans Curve" which dumps you onto the "Ulmann Straight". This longest straightaway on the course enables speeds of 150+ mph (but not in my car and with this driver).

At the end of the "Ulmann Straight" comes "Sunset Bend", Turns 17 and 17a. This is a decreasing radius, double-apex sweeper that is unlike any turn I've ever experienced. At the turn-in you maintain triple digit speeds and head for the end of the wall entering Turn 17. At this point the pavement must be about 60' wide, but you only want to go to mid-track at most. You begin heel/toe braking as you pass the end of the wall, getting to 3rd gear before the bridge and looking for the line onto the front straight around the bend into Turn 17a. There are many changes in paving material, and bumps like you wouldn't believe, including 2 drainage strips before and after the bridge. Your main mission is not to scrub off too much speed while avoiding the bigger bumps that would unsettle the car.

When I expressed my consternation to the Event Chair in regard to finding the "correct" line thru Turn 17, he asked me if I knew why it was called Turn 17. I answered "not really". He then proceeded to tell me that it was called Turn 17 because there were 17 different lines going thru it, and that he had tried them all. Astonishingly, he found that regardless of the line he took, his exit speed was within 2 mph at the exit!

Do you want to drive Sebring? Definitely! It's great fun, and the track gives up its secrets slowly, so you'll have plenty of laps of discovery ahead of you.

Dennis can be reached at dfried@chesapeakegroup.us





JAY PEAK
VERMONT

PORSCHE
PARADE



2016



Winter Warmer

Copy and Photos by Steve Ross

Similar to last year, the winter in "winter warmer" was present as a cold but clear day was in store for the 50 or so PCAers who showed up at the Porsche of Boston showroom in January for our annual get together, to hear from the Porsche Guru, Rick Scourtas on up and coming new model Porsches, wake up with the complimentary coffee and donuts, hope to win a lottery prize, which ranged from car poster, to ear plugs (Porsche design), and various other trinkets.

Yours truly, mentioned the events that have already been planned for the winter and early spring along with a glimpse of our early spring and summer events. The crowd moved thru the showroom while checking out the many new Porsches, ranging from Cayennes and Macon's on the practical side to the one 911GT3RS painted a different shade of Orange, listing for over \$200,000. Ironically the local Dunkin Donuts owner who supplied our early brunch happened to be a Porsche owner and has subsequently joined the club and is eagerly awaiting some of our future fair weather events.

Finally after a close to overload of Porsche the participants packed up and headed home, now fully versed in what is coming up next.

That would be the tech session at Porsche of Warwick on March 5th, full information to be on our website very shortly.

As most of you are aware our annual Paul Russell tour has been sold out for a while, try to sign up earlier next year. Look forward to seeing many of you in one or more of our upcoming events.

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For information on mailing issues, including change of address, contact Steve James at (978) 266-1725

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* New PCA/NER members receive a complementary issue for the first year and need to renew to continue receiving the magazine.
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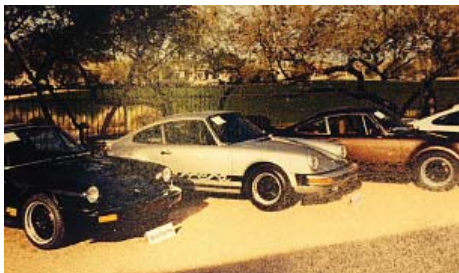
Four Speeds and Drum Brakes -

continued from page 9

when a '69 911S Targa only did \$165k but that was a \$50k car only a few years ago so nobody is complaining.

At Barrett Jackson the '65 SC Cab, that was the cover car on their catalog, only brought \$104k, less than half the number of the Bonham's car above and they were both in the same league. Tough to explain but the big house did redeem themselves when they dropped the hammer on a Porsche 918 at \$1.76 million, an '89 911 Speedster for \$181k and a '77 930 Turbo at \$264k.

With 1500 cars crossing the block there were lots of things to see and trends to watch. Wheels have gotten so wide that the Tuners are using them a billboards. The photo below is an example. Remember you saw it here first.



Gooding & Co. presented an terrific selection of Porsches including a display of three cars that Jerry Seinfeld will be selling at their Amelia Island auction in March. They were the '55 550 Spyder that a local member sold him a few years back, one of the IROC 911 race cars driven by Peter Revson and a green Carrera Speedster. All three are sure to each be well into seven figures so I suppose they can afford to drag them around to generate interest.



No surprises as the cars rolled across a packed house, even a well-worn '55 Speedster in light blue brought \$352k. I suppose that was influenced by the



purchase that Seinfeld made last Fall of a "blue zone car" (his term, nobody else's - he made a career out of making stuff up, I love it) for \$583k. Tough to figure where these numbers are going to stop. I guess I'll just keep Blackie in the barn and see what happens.

All in it was a great trip, what's not to like when it's 75 degrees every day and the sound of great cars are everywhere. I even spent some time in Rob's garage and got his '68 912 running smoothly and watched as his two oldest boys were playing with cars.



Marc, the oldest, grabbed a nice silver '02 BMW 330XI at less than half the market value off Craig's list and began to fix a few things like power windows and exhaust so he could flip it. He discovered that when BMW windows fail, which they apparently do often, the parts needed are about \$40 and he can do it in less than an hour for each window. The XI needed three.

Louie bought a '04 BMW 330 CI in black that needed the same sort of attention including repairing the angel eyes. Their neighbor, who was watching the process, bought it before Louie could run an ad. He cleared more than his buddies make in a month flipping burgers after school. These guys will do well and are having fun doing it. Besides they get to drive around in some great cars. Now if I can just get them to look for Porsches, I'd join in the fun and profit.

KTF

Minutes - continued from page 8

Bill Seymour submitted his Activities report which was accepted and due to time no questions were raised.

The meeting was adjourned at 9:34 p.m. Next month's board meeting will be on March 9, at Anne and Dick Anderson's.

Long and Winding Road -

continued from page - 9

We, of course, still manage to find things to do on what is already a beautifully prepared race car - how else would you waste a weekend? Example: the fuel tank was dented and perhaps this might rob us of a couple of gallons of capacity and require an extra fuel stop during an endurance race. And since the driveshaft had to come out to switch tanks we might as well put in new universal joints. You get the idea.

So, while neither car would qualify as a vintage racer, both have no power steering, ABS or stability controls. And the whole point is to drive them, not hire a robot. A pretty long way from autonomously operated Formula E cars. Which would you prefer, the past or the future?

And finally, many of you may have heard the alarm raised first by SEMA (Specialty Equipment Market Association - the trade association for the Fast and Furious Crowd) that the EPA intends to crack down on race cars: "EPA Seeks to Prohibit Conversion of Vehicles Into Racecars." This was followed by lots of "no, not a big deal" and "oh my god, first my guns and now my cars" chat from car magazines and EPA clarifications. Your faithful scribe, not a lawyer, attempted to make sense of this and concludes that the likelihood of them caring that the Miata doesn't have a catalytic converter is about equal to the chance of us winning the Indy 500 with it. Move along, nothing to see here.

Set of four mounted tires from my 2005 Boxster. They were used only last season and have approximately 3300 miles on them. The tires are size 205/55 17 (front) and 235/50 17 (rear). I would like \$775 for the set. Call Charlie at 508-423-4182. (2/16)

For 3.0L SC engine. JE 9.8:1 pistons (excellent), Mahle cylinders (good), Web Cam S high performance cams (excellent). \$750. Sam Foster, 978-922-3551. (2/16)

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