



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.

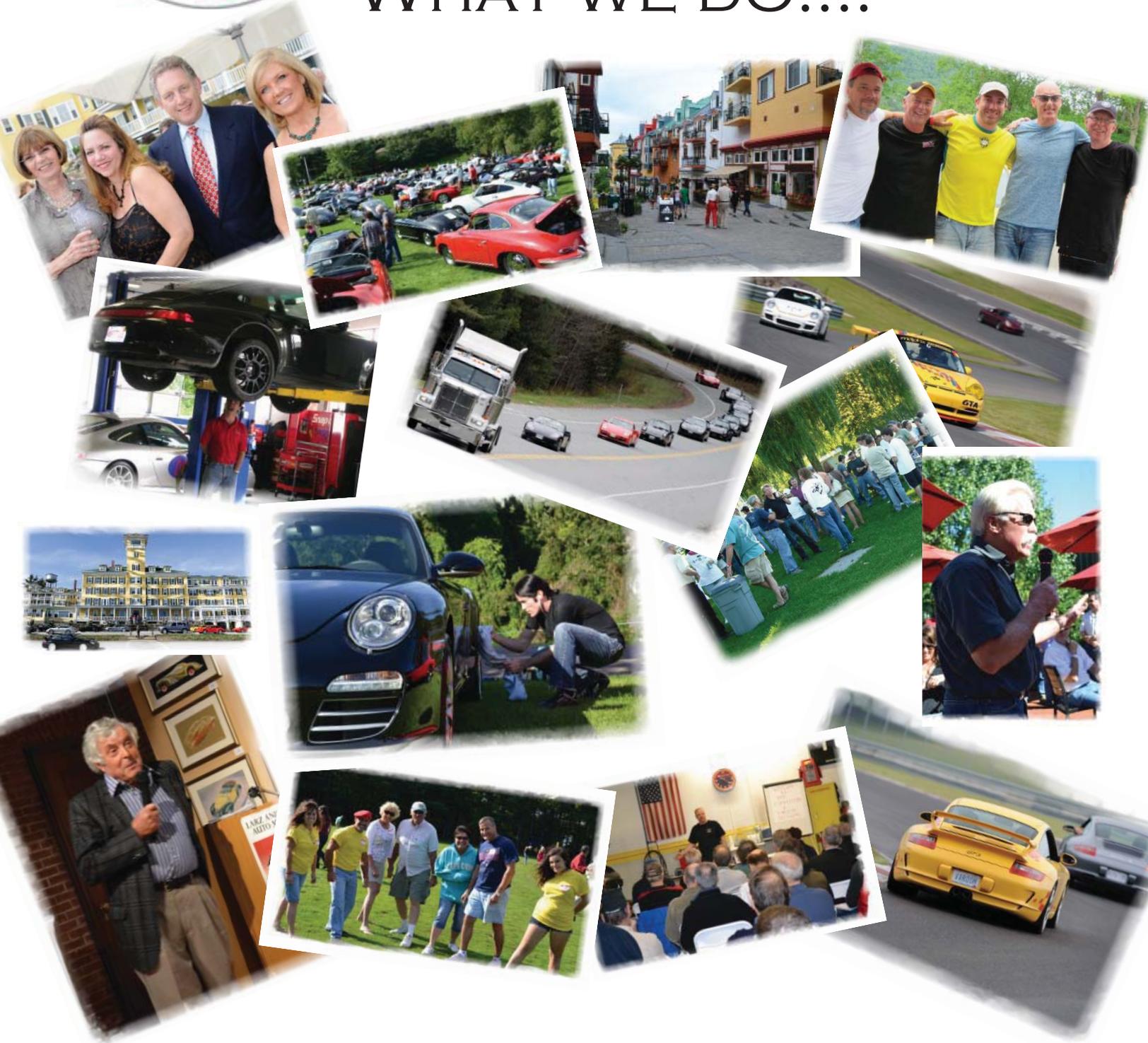


WHO WE ARE....

PORSCHE



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 44
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MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016MAY2016

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Courtesy
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www.porschenet.com



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

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On the Edge

of Board-om



Adrienne Ross

Without an entire lesson in civics, I've decided to dedicate my time this month to the Board, and what we all do.

The Board consists of 8 members, described below, who meet once a month at a members house on a rotating basis. Here we eat a usually home cooked (i.e. catered) meal, drink a lot of some wine, and plot world domination – I mean events for the Club.

I'm mostly kidding – but what we really are, are a group of people who really are dedicated to the Club (and wine) and you, our members. We try to come up with

The social part is easy. You turn to the person next to you, extend a hand, and ask "So what do you drive?"

creative ways to get y'all together and promote some warm fuzzies between you by placing you in an environment to talk about cars.

When I first joined the Club, I'd go to events, shake people's hands, and be asked "So what do you drive?" and off we went. I've made some very good friends, met some of the best people I know through this Club, and had more fun, grown as a person, and enjoyed myself more in the last 6 years, than in my whole life.

Some of us have been members for 30+ years, and some of us only a few, all of us are enthusiastic about sharing what we have, and what we have is unique. It's a very sociable community that is friendly at a standstill, and at 185 mph. Where else can you drive your high performance sports car at its limit, meet Formula One stars, take a weekend drive in the mountains with 150 of your closest friends, and have a picnic at a polo match? That sounds like a pretty good Christmas letter to me!

We have social events that are purely social (Cars and coffees, and our Gala), Fast events (DE, AX), and stock still events (Tech sessions, Porsches and Polo, Guest speakers). You can learn as much as you want, or

stay clear of anything technical and just hang out and drink coffee.

Some of our members come to us through dealerships (a free membership with every purchase!). Some by way of a significant other "what's associate member mean?" But you should all try something. I mean, you're here, right? Why not?

And the social part is easy. You turn to the person next to you, extend a hand, and ask "So what do you drive?" Trust me, you'll get an enthusiastic answer.

Like any Club, we have by-laws, ours are online on porschenet.com. In those bylaws are descriptions of Board responsibilities. So here they are, with an annotation or two, and some direction as to who's who.

5.1 BOARD OF DIRECTORS 5.1(a)

The Board of Directors shall consist of eight members: the seven elected officers of the Region plus the Immediate Past President, who shall be an ex-officio member. The officers of the Club shall be President, Immediate Past President, Administrative Vice-President, Activities Vice-President, Secretary, Treasurer, Membership Secretary, and Newsletter Editor.

5.2(b) The President (Dick Anderson) shall be the principal executive officer of the Club, and with the support and assistance of the other officers shall be responsible for implementing the policies established by the Board of Directors.

5.2(c) The Immediate Past President (Kristin Larson) shall assume the duties of the President in the absence of the latter, and shall undertake such other duties as the President may assign.

5.2(d) The Administrative Vice-President (Steve Ross) shall be responsible for overseeing those activities of the Club which do not fall within the assigned duties of the other officers, including but not limited to monthly events (such as the Annual Dinner, a newcomers meeting, technical sessions, and service reports), as well as the "Goodie store" (which we don't have).

5.2(e) The Activities Vice-President (Bill Seymour) shall be responsible for all activities involved in driving events, such as rallies and autocrosses, including planning, scheduling, rules, publicity, registration, safety, awards, stewards committees, and other related items.

5.2(f) The Secretary shall be responsible for the preparation of the minutes of the Board meetings, any Club correspondence and the maintenance of the Club's non-financial records.

5.2(g) The Membership Secretary (Steve James) shall be responsible for the handling of all matters relating to membership in the Club and shall be responsible for dealer liaison activities.

5.2(h) The Treasurer (Bob Cohen) shall be the custodian of the Club's funds, shall handle all billings, receipts, disbursements, mailing permits, federal and state tax matters, and shall maintain all necessary records in connection therewith.

5.2(i) The Newsletter Editor (Adrienne Ross) shall be responsible for the preparation and distribution of the monthly publication of the Club.

5.3 The term of office for all officers shall be the calendar year. Notwithstanding any

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In This Issue...

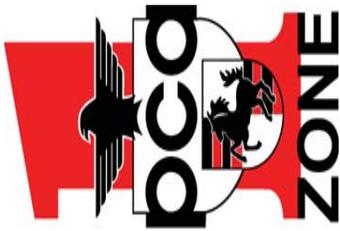
SoBo is back!! Our thanks to Roger Slocum for organizing this event every month during driving season, as well as reporting on it.

The new 911R is featured this month, take a good look!

So many events! You should definitely sign up for something, come join us to just say hi.

Thanks to all of our sponsors this season in advance. We really appreciate all you do for us.

Enjoy the Issue!



2016 ZONE 1 Concours & Rally



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Alternate Nearby Hotel is the **LaQuinta (516) 705-9000**

Date: May 13 –15, 2016

EVENT STAFF:

Concours:
John Orrico
metronypca.concours@icloud.com

Rallymaster:
Richard Mooers
mgzabc@verizon.net

Zone 1 Rep
Pete Tremper
WEB
Jennifer Webb
Registrar & Treasurer
Joyce Gladle
Concours/Rally Co-Chairmen
Murray Kane &
Jeff McFadyen

Schedule: Friday Evening 7:00 PM Reception Hors d'oeuvres (Cash Bar)
Saturday Early AM Car Wash Area Open at Old Westbury Gardens (Hoses Provided)
Prior Reservations Required – Limited Space
Saturday Concours at Old Westbury Gardens Full (including Engines) \$35; Street
(Exterior Only) \$35; & Peoples Choice \$25. 10 Classes based on
Modified Parade Classing.
9:00 AM Car Placing
9:30 AM Judges Meeting
10:00 AM Judging Begins
2:30 PM Award Presentations at the Big Tree (Subject to Time Revision)
7:00 PM Banquet Dinner at Hotel \$60/Person (Cash Bar)
Sunday Combination TSD & Gimmick Rally \$25/Car Experienced & Novice Classes
9:00 AM Drivers Meeting Hotel Lobby Area
10:01 AM First Car Off (Rally planned for about 2 hour driving time
12:30 to 1:30 PM Lunch at end of Rally & Awards (Will not return to Hotel)

CHECK ZONE 1 WEBSITE FOR 2016 RULES & CLASSES

Register Online using clubregistration.net direct link <http://tinyurl.com/o4lhytm>

Four Speeds & Drum Brakes

This Can't Be Hershey - It's not Raining!



Tom Tate

The All Porsche Swap Meet celebrated forty years of passing old parts between car freaks this year and the weather couldn't have been better. With temps in the high 60's and no clouds I don't remember as nice a day in all the years that I have been making the trip.

The old guys that I hang with have all given up on the midnight run and we drive down on Friday the day before. That takes some of the adventure out of the weekend for me because I always liked night driving when the only people on the road are either drunks or cops. With Waze on the iPhone and a decent radar detector it

All the vendors were in attendance including our own Adam Wright with the Unobtanium crew...

really does give an unfair advantage for getting places in a hurry. Of course with all the interstates back to 65 limits (remember 55?) and most traffic traveling at 75-80, fast is relative.

With steering wheels, boxes of electrical parts and rusty 356 mufflers in the back we set off at a leisurely pace in Jeff Leeds Cayenne diesel that has a 750 mile range which far exceeds our bladder range. Besides there is a spot that we always hit in both directions just for the food.

The Blue Colony Diner is on Rt 84 before Danbury and has been serving home cooked meals for 44 years. The portions are too big and meals too cheap, just what old guys look for. It's the classic, easy off, easy on location right at an interchange, couldn't be easier. On the return trip I could only get through half the meat loaf on my plate and knowing that my dog, Zach, loves meat loaf, I was a popular guy when I got home.

As expected when the weather is on our side, there were more Porsche people in attendance than even before. Big

crowds in the parts section, hundreds of polished examples in the show area and dozens of cars for sale in the corral section. A couple caught my attention right away as they were 356 Speedsters. I could always use another one of those.



The first one was red with black, a '57 and equipped with a 4 cam engine. Note that I didn't say that it was a Carrera Speedster because it started life as a pushrod car. There was a Carrera 2 engine installed with all the parts from a '63 including a front oil cooler. What it didn't have was serial number and that's a problem. The other was a nice light blue version with an unnumbered engine installed with a \$286k price on the windshield, written on

blue tape no less. So much for that marketing class he missed in college. Given the condition, I'd say it was priced right and there were a number of people that were taking notes.

All the vendors were in attendance including our own Adam Wright with the Unobtanium crew that this year included his mother, a friend of hers, brother Matt and his son Coulter. A real family affair that is a real friend to those 356 owners that are trying to keep their cars on the road.

Jeff and I shared space with George Nelson so that we weren't trapped the whole day selling parts. We were free to walk around and look for bargains with someone keeping an eye on the parts spread out on the tables that we had set up. I had a bag full of 6 volt relays that only a few years ago were bringing \$60 each. The originals are hard to find and the replacements don't look the same so I tried them at \$100 each and sold a dozen. That covered all the expenses right there plus the dog treat. A couple of steering wheels found new owners and a piece of luggage I've been moving around in the garage for the last 10 years went home with someone else. The only thing I bought was a set of wire mesh Solex air cleaners that were half of retail and I have an engine that needs a set. I did make a stop at the tool

continued on page 40

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The Long and Winding Road

Musings

Have you ever noticed when the sports columnist writes a column that announces “some random musings?” That’s because they were out drinking too late the night before they owed a column to the paper. Well, that would never happen to one of your faithful NER columnists but maybe this month did sneak up on me a bit and I’m scrambling to get ready for the first DE and the Autocross School. So, here are my random musings...

Your favorite Lemons team (now with

But now we are ready (and, thanks to Energizer Bunny Berman the cars are even polished) and eager for the maiden flight of the BMW.

5 members as Chip Wood has been euchred in) completed preparations on both the old Lemons Miata and the “new” Chumps BMW. Compared to the winter of season one (building the Miata) and season two (engine swap) this should have been pretty easy but we managed to find enough things to do to consume 6 or 7 work days. But now we are ready (and, thanks to Energizer Bunny Berman the cars are even polished) and eager for the maiden flight of the BMW. We will

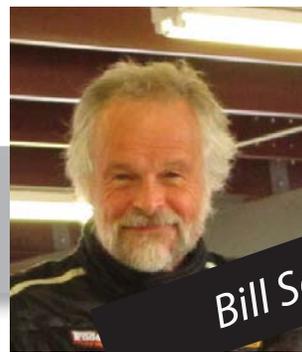


have them at NCR’s season opener and take turns trying them out (with Chip focused on getting used to the Miata as

the NJ Lemons race is coming right up). Other than figuring out how to drive/set up the BMW, the big variable is tires. After tremendous success with Dunlop Direzzas on the Miata we are trying out the new hot tire (endurance races require treadwear ratings of 200+): Bridgestone RE71R. Having talked to people who use these for Autocross we are confident they will be faster but perhaps they will be too sticky – that is, they will wear out too fast. While we got at least 4 whole days of racing on the Direzza’s there is concern that the Bridgestones may not last one whole day – and if you have to change tires mid-race you have obviously given back a lot more than you could ever gain (no we don’t do 2 second pit stops like in F1). The other change for this year is that we changed the team name from Jamaican Bacon to the subtly better Jamaican Bakin’. Our plans are to do two Lemons races with the Miata and two Chumps races and one AER race with the BMW.

I changed the oil in the Cayman – a bit overdue as it was last changed in November 2014. But when I went to record it in my folder I note that it had travelled only 1,800 miles in those 18 months (my daughter’s car was left here for most of that time while she was in New Zealand). When I uncorked the Caterham from winter storage and reset it’s odometer I learned that it went 48 miles last year. I’ve yet to move the 356 and check but I doubt it went 200 miles. Shoot me now.

Speaking of the 356, I took the driver’s seat up to this really nice guy in NH who does fancy interior restorations for the like of Paul Russell-level shops. A full recovery would have been way expensive and would not preserve the original look so all he could do was stuff foam in so that you wouldn’t feel like you were sitting in a hole. I won’t say “good as new” but a huge improvement for very short money.



Bill Seymour

I picked up a new gig volunteering as a van driver (see the picture of my new ride).



It’s busy during the week but unused on the weekend. It would be great as a support vehicle for the Lemons team. It’ll hold 12 people (thus requiring only one designated driver per 12 people for post-race excursions) and has a lift that would be great for transmission swaps. I think they’d object to it being painted in the Jamaican national colors however. (Note: we are not actually official as John Deere paint is close enough and much cheaper.)

Minutes of the Board

April Meeting

The April board meeting was graciously hosted by Laurie and Steven James on the 20th of April at their home in Acton Massachusetts. Other attending board members were Dick Anderson, Bill Seymour, Stan Corbett, Steve Ross, Kristin Larson, Adrienne Ross, and me. Bob Cohen was unable to attend. The meeting was brought to order at 7:46 p.m.

First up was Dick's report on the President's Meeting he recently attended, April 8-9 in Clifton, NY. Topics included Porsche logo infringements, restrictions on events by PCA do to insurance limitations, and the possible breakup of Zone 1. And again, our website difficulties and our faulty email addressing system were discussed with possible alternatives being explored. As I mentioned last month, all NER members are encouraged to contact the board members with suggestions (or critiques) but the email addresses listed on the Board Members page of the Nor'easter generally won't work. I encourage any of you to contact me at adonkin@verizon.net and I'll pass it along to whomever you would like to reach.

Bill Seymour reported on club activities and mentioned that the Autocross Novice School sold out with 47 students coached by 30 instructors. Sunday the 24th is just around the corner and looking to be a nice weather day for this event. Season registration for NER Autocross is now open at Motorsportreg.com (links are on our website at porchenet.com) or just sign up for any of our five events if you'd like to just try it and missed the novice school. 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 looking to be a fun adventure in MidCoast Maine. This event has sold out beyond original expectations and those of us that are going will be sure to have had a great time by

the time you're reading this. Thanks go out to Bruce Hauben and Joyce Brinton for their fabulous efforts in organizing this event for so many years. Bill also mentioned that the South Shore Spring Tour already has 48 people signed up for this event on May 22nd and the fall tour plans are currently getting finalized.

Stan Corbett brought us up to date with DE events and noted that we're hoping for more instructors to sign up soon for the season opener at Thompson Speedway Motorsports Park. This event will include a number of Novice Day activities plus a full DE for signed off drivers. Contracts are in place for two events at Palmer, plus track days at Mont-Tremblant and Watkin's Glen. It's sure to be an exciting summer for track intensive driver's education.

Steve Ross reported other activities and mentioned that we have lost sponsorship for our annual Myopia Polo event and that currently the club, unfortunately, has no plans for this event in 2016. But on a positive note, the Newcomer's Meeting at Porsche of Danvers was a great success and various "Cars and Coffee" events are planned throughout our three "fairer" seasons. A boat tour of the Essex river for club members is shaping up and we will join the Stow Minuteman Airport's Wings and Wheels cruise nights to show a strong Porsche presence on one of their German car nights. The annual Concours d'Elegance will be at the Endicott estate in Dedham in early October and we are planning a visit to the Collings Foundation in Stow to visit their collections of historic planes, cars, and now US Army tanks.

It was Steven James turn to discuss membership and reported that we now have 1680 primary and 942 affiliate members for a total of 2,622. Of these we have 35 new members and 2 that transferred in and 5 transfers



Alan Donkin

out. Total Nor'Easter renewals YTD for 2016 are 712 with more than half of these still by check. The transition is now being finalized for all renewals to be online through Motorsportreg.com by 2017.

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

Adrienne Ross reported that Nor'Easter publication was running smoothly but prodded monthly contributors to get their columns to her in a timely manner. Email reminders will help in this effort.

Kristin Larson took the lead in picking a

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Happy PCA Anniversary!

Thirty Years

David A. Calder

Ten Years

Gene W. Comella
Bengt G. Persson
Jonathan M. Katz
James W. Littlefield
Paul J. Van der Wansem

Twenty Years

William J. Condon

Fifteen Years

David W. Bishop
Robert S. Mckittrick
Virginia H. Young

Five Years

Ryan Silvestri
Fred Jay Barrows
Ulrich E. Meixner
Evangelos G.
Geraniotis
Robert Marcello
Rosemarie A. Fiumara

Sign Me Up

Travel Blues



Steven and Laurie James

What a difference a few weeks can make on the outlook for spring. Just finished up with the New Member event hosted by Porsche of Danvers, a beautiful day lifted by Sunshine with 40+ attendees; after a nice lunch there was time to socialize with members and take the day in. ... with the shop doors open and temps above 75; a group of excited new members milling around got me pumped up for the 2016 season. Later, I have a few more comments on the NER new members meeting.

As I reported last month, I made a trip

This time I got the real story, if I didn't fill the ADblue past a point that reset the ADblue warning light, most likely the engine would not start.

south and planned to take a few days to drive up with Laurie through North and South Carolina, over to the outer banks. The trip plan worked well, I made a quick trip down in two days, fulfilled the two day meeting requirement in Orlando, picked up Laurie at the airport, enjoyed a family day in Lakeland and then started back.

Our plan was day one Savannah; day two up to Charleston. We enjoyed those days with some long walks through city square parks of Savannah, home and museum tours in Charleston with an absolute priority on finding the best southern food. From dinners to drinks, barbeque to an oyster bar we executed food and dining priorities with precision. Needless to say, a few more days in the south and my belt would need a few more notches.

One issue did come up that caused a flurry of phone calls to the Volkswagen service center. On my drive down I planned the 2,600 mile round trip to fit

into the oil change schedule which is every 7-10k. By my calculations, after finishing the mileage would not reach the lower limit. Since our service plan included both oil and ADblue for diesel emissions, I was surprised when I received an ADblue fluid warning message, to refill in 1,250 miles. The problem was, the estimate was as accurate as the power estimate on my laptop.

At least for my P.C., with 19 minutes remaining, you need to run to find an outlet. Not wanting to take the risk, I called mother V and asked what does all this mean? ; the service agent let me know a few nuggets of knowledge. With a caveat like, if you are driving the engine

hard, you ADblue usage will go up.... lets see driving 3 days 36 hours at like 80. So I left Laurie in an Antique shop and circled back to Myrtle Beach to add a liter of ADblue prior to jumping on the ferry to the outer banks.

One minor detail, the idiot ADblue light was still on, and since I had a parts department employee help add a liter of ADblue, I knew there fluid in the tank, so as the ferry pushed off for a two hour ride across Palmetto Sound, I made another call to mother V. This time I got the real story, if I didn't fill the ADblue past a point that reset

the ADblue warning light, most likely the engine would not start. As we started north the remote outer banks, the miles remaining was dropping like a rock, What happened during the day was some quick calculus on miles, ferries and dealers and while I could tell you we had fun exploring the outer banks, which we did, I couldn't ignore the miles remaining clicking down to under 200.

Our trip back was adjusted to stop at Karen Radley Volkswagen in outside of Richmond, VA on a Saturday morning with only 35 miles remaining before, some imposed

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Don't Lift

2005 Helmets Reprive!



Stan Corbett

Last month I wrote reminding all our drivers that 2005 helmets are out-of-date and would not be allowed for this season's DE events. That is now changed, as least for the first part of the season. Due to the lack of availability of 2015 helmets and lack of stock in some sizes of 2010 helmets 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). For the inquiring mind, and any who might question this decision, this is based on the following from the PCA Club Rac-

Due to the lack of availability of 2015 helmets... NER and NCR will allow the use of 2005 helmets.

ing rules: "Helmets must be certified in accordance with one of the following standards: Snell SA2010 or SAH2010, Snell SA2015 or SAH2015, FIA8860-2004 or 2010, SFI 31.1, or BS6658-85 type A/FR. Helmets certified to specifications other than Snell must be within 10 years of the date of manufacture. Snell SA2005 may continue in use until June 1, 2016."

Random musings: Best model name I've seen for a wood-bodied car? Splinter (thanks to Victory Lane magazine April 2016 issue). Car I most regret selling? My 1969 Hemi Roadrunner (a Plymouth, a marque no longer in existence). What do I most want to be doing instead of writing my column? Driving on track.

Information on the upcoming DE season is available on the NER website under Activities/Driver Education at <http://www.porschenet.com/activities/driver-education/>. Info is updated frequently as event details are worked out. 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.

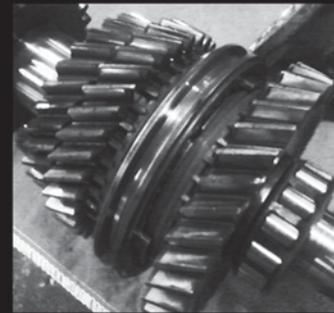
DE registration opened on March 1st and is done through <https://clubregistration.net>. Priority for getting into an event is set by the date paid. Until your payment is received, either by check or electronically, you are NOT confirmed for the event and a space will not be held for you in the event. 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).

We are 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. 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 ironed out I can be reached at stanley_corbett@msn.com or by phone (774-275-1621).

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

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Around the Cones

Up and Coming



Steve Ross

Well Spring has finally arrived albeit with some crispy mornings reminding us of the always unpredictable New England weather. And as the weather warms so does the intensity of our NER members to hit the roads of the area, to enjoy the company of fellow minded Porsche drivers to indulge in tours throughout the northern states of NH, Vermont and Maine, to the challenging Driver's education venues of NHMS, Thompson, Lime Rock, Palmer, Watkins Glen, and others. For the "pylon

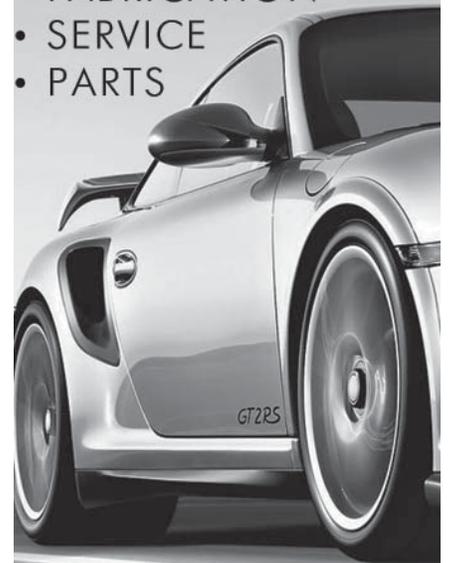
in NER, I continue to be amazed at the continued interest shown by a continuing stream of new and sometimes veteran members who seem to have an insatiable interest in all things Porsche.

Look forward to seeing you at an upcoming event, feel free to say hello and tell me what you like about the club and any suggestions you may have to improve or broaden the horizons of our activities.

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For other questions or comments just check the list of board members and activity chairs in the back of the Noreaster...

punters" of the region, our opening Autocross School brings out the newbies who are interested in bonding with their Porsches in a safe environment to test the limits of adhesion while beating the clock (electronic these days) to see who is fastest. Of course, we all strive to learn about what makes our beloved car tick, so the recent tech session at EPE instilled knowledge of their Porsches' mechanical internals, both to improve it and to keep it running to its fullest potential.

Keep an eye on the Noreaster magazine and our website to stay abreast of the upcoming events the region offers you. Try some of them and mingle with fellow members at some of our get togethers, cars & coffee's, hear some speakers, visit an automotive collections of strange post war "microcars", Be in awe of our the members Porsches all primed for display and judging at the annual concours, this year being held at the Endicott Estate in Dedham, Mass. check out the entry & viewing information on line and in the Noreaster.

This being my 36th year of membership

2015 Calendar At-A-Glance

May

- 5-6 - DE @ TSMP (NER)
- 11 - Board Meeting
- 14 - Microcar Tour
- 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

- 2 - AX #2
- 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



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.



PCA Zone One 48 Hours of Watkins Glen May 20, 21 & 22, 2016

The Zone 1 48 Hours at Watkins Glen began in 1974. Continue the tradition and join us for the 42nd consecutive year on May 20-22, 2016. Watkins Glen International is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6 mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has remained the home of a great racing tradition for 55 years. Come and drive the newly paved course.

→We plan to maximize track time by adding an extra hour of track time on Friday and Saturday; track will be hot until 5:30 pm.

→We will allow for expanded passing in the Instructor Run Groups throughout the weekend.

→PCA National Instructor Training will occur on Friday for those who qualify with a referral from their region's chief instructor.

→Friday is still instructor day, however all drivers in the white (intermediate), black and red run groups will be accepted to drive on Friday. The intermediate group will be given four driving sessions on Friday.

→The Zone will host a Saturday evening cocktail hour and dinner.

→A form of Zone 1 swag will be provided to all registrants who attend.

→Peter Argetsinger will be available for this year's event. He will give a talk to the advanced drivers on Friday and be available for coaching the rest of the weekend. Arrangements for coaching sessions must be made with Peter directly at the time of the event.

Don't miss the Friday evening track walk available to all registrants. Saturday and Sunday will be run in the traditional DE format with the track open until 5:30 PM on Saturday.

We will also allow for early trailer drop off beginning Thursday evening from 6-8PM. There will also be camping at the track from Thursday through Saturday for those who are interested.

For more information regarding this and other Zone 1 PCA events, please visit <http://zone1.pca.org>. Registration for the event will open on April 1, 2016. To register for the event, log onto www.clubregistration.net For further information, contact your local track chair or email the registrar: Lou Dauerer at Zone148Hoursreg@gmail.com.

Pricing:

Green & Yellow (Sat & Sunday): \$325

White & Black (Friday, Saturday and Sunday): \$450

Instructors & Instructor Candidates (Friday, Saturday and Sunday): \$275

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by Marcus Collins

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Auto Cross #1

Saturday, May 21st

Sponsored by Herb Chambers Porsche of Boston

Herb Chambers



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The first competition event of the 2016 NER Autocross Series is Saturday May 21st at Fort Devens. Our sponsor is Herb Chambers Porsche. And, if we are lucky, we might even get Race Track Rick to bring out a whole fleet of new Porsches for us to play with. Oh, maybe we just dreamed that. Well, anyway, we are darn sure we'll see at least two new GT4's and three 991 GT3's. Does that mean you shouldn't come if all you have is an early Boxster? NO, of course not! There will be Porsches of all ages and types (and even some non-Porsches – if you are a member you can come in whatever you want – well maybe not a pickup truck – in fact we're hoping to see a Ferrari this year).

There are relatively few changes for this year. We are hoping that we will be broadcasting results over a local network at the first event so come and be part of the alpha test.

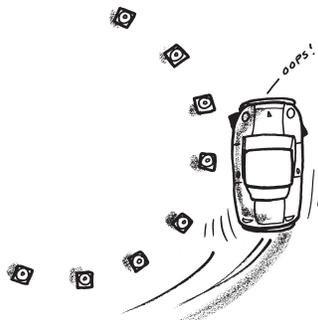
Registration opens on April 21st and you also have the option of signing up for the season (and saving \$50). You must sign up online and it closes at midnite on May 18th. Go to <http://pcaner.motorsportreg.com/>

Note also 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. The google maps address is 91 Fitchburg Rd. Ayer MA.





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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
Direct: (781) 261-5211 • Fax: (781) 261-5271

pmaranian@porschenorwell.com • norwell.porschedealer.com

Auto Cross #2

Saturday July 2nd

Sponsored by



Registration for AX #2 opens June 2nd at 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). For registration information, contact Autocross Registrar Dave Berman (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 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.lcircuit.com
WGI - www.theglen.com
LRP - www.limerock.com
PMP - palmermotorsportspark.com




palmer
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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.

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; or 508-529-6127 before 8 PM.

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



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.

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 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 and full DE info is available at 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/. Please make sure your email address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

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

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

APRIL 17TH 2016 SOUTH OF BOSTON (SOBO) PORSCHE

AND COFFEE

Although this past winter was mild, April was starting out cold and blustery, so it was quite a pleasant surprise that today became sunny and warm. The first SoBo of the season became a "top down" day. We usually have a good turnout for our first coffee of the season and we were expecting at least 30 Porsches. So, we were enthused when we exceeded our previous record; at one point I counted at least 50 Porsches parked on the grass.

I would be remiss if I didn't briefly mention our trip to Cuba; fortunately we left Cuba just a few days before Obama and the Tampa Bay Rays baseball team arrived. There are not just a few old American cars in Cuba; there were a lot of old American cars everywhere we went. Many of the cars, especially in the countryside, seemed quite pristine, although a Chevy from the 50's drove by me with the distinctive sound of a diesel. We drove in a 32 Ford (34 engine) having an upgraded front clip (disk brakes). If you tend to be an Americana motor head, this just might be the place to go. However, I recently read an article that, because of the rapid rise of tourists from the USA, they are running low on their local beer, which I have to say, was pretty tasty, especially after a day of sun-filled tours.

Joe McCarthy parked his work in progress, a black 1989 944 S2 (3L, 16v). Joe is from Falmouth and is part of the "Cape Cod Porsche Gruppe". For those in and around the cape, e-mail Mssarli@comcast.net to find out their next Saturday morning coffee and chat. Joe likes the 944 because he is able to work on it; it's not complicated.

Adam Dunstan arrived in his white Performance Design 08 Boxster PD2. Adam's Porsche caught my eye because the rims were also painted the same as the car. I thought the look was very "beachy" and just needed a brightly colored umbrella to stage a party.

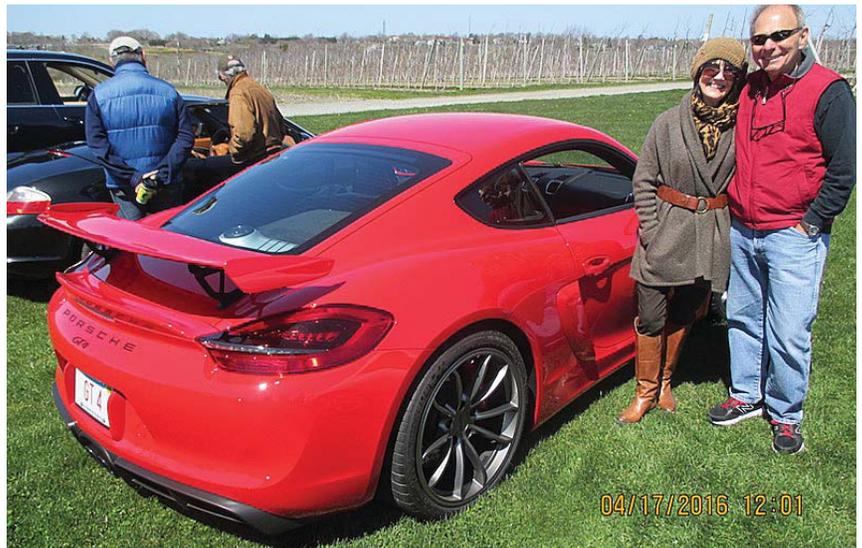
Todd Jarem drove in with his first Porsche; he is the second owner of the 2001 Boxster. He made the purchase about a year ago, replacing the clutch and upgrading the Intermediate Shaft Bearing, so he should be ready to go.

With so many Porsches I didn't have the opportunity to speak with everyone, and even with my wife Rosemary assisting me, many in attendance didn't fill in the login sheets. Without names and

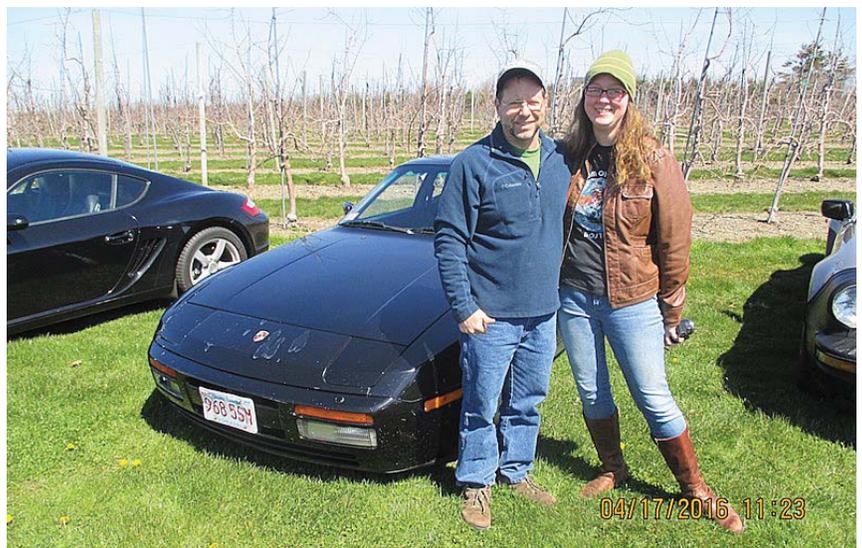
Copy and Photos by Roger Slocum



Adam Dunstan's 08 Boxster PD2



Ed Moschella's 2016 Cayman GT4



Joe McCarthy's 89 944 S2

car descriptions I am unable to record or remember everyone; additionally, I cannot assign owner names to the photographs. Therefore, I'm asking for help, remind others to fill out the sheets the next time you attend a SoBo.

I spent quite a bit of time with Steven Howitt, the owner of a 1982 911 SC; it was very much of a barn find with five months of negotiations before purchase (3rd owner and 42,900 original miles). The engine was removed for rebuild (clutch, machined flywheel, new head studs, chain tensioner upgrade, blow off valve upgrade, new rings, valves and guides, machined heads, and all new seals. All other mechanicals have been repaired or replaced; the next effort is the body shop. Hopefully Steven will return and I can relate a more complete work in progress.

Ed Moschella's very clean 2016 Cayman GT4 was a beacon of eye candy; this car sells at a premium because of its rarity. Ed is a member of the New Hampshire region and enjoys their autocrosses. Can you imagine, they came to our coffee just for the drive; isn't that what it's all about?

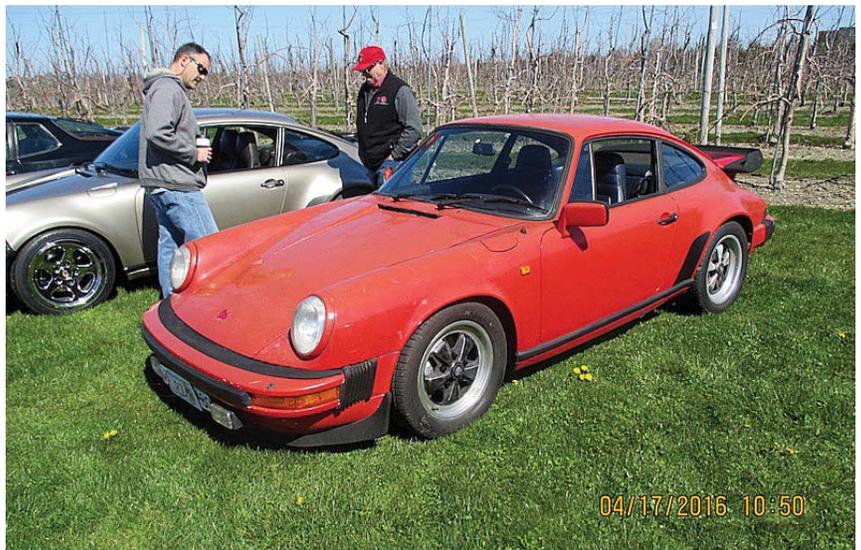
Tim Pafik came with his brand new 2016 white Boxster Spyder. His wife Mary Ann also entered the field and parked Tim's white 87 Porsche Targa next to the Spyder.

Rosemary and I are looking forward to The Porsche Ramble and well as The Porsche Parade at Jay Peak. The Ramble is one of the most enjoyable social events of the season, the beckoning of summer with enjoyable drives in the country. This will be Rosemary's first Porsche Parade; I attended the parade in Monterey, sharing the driving with my brother (PCA, San Diego Region) in his Cayman S.

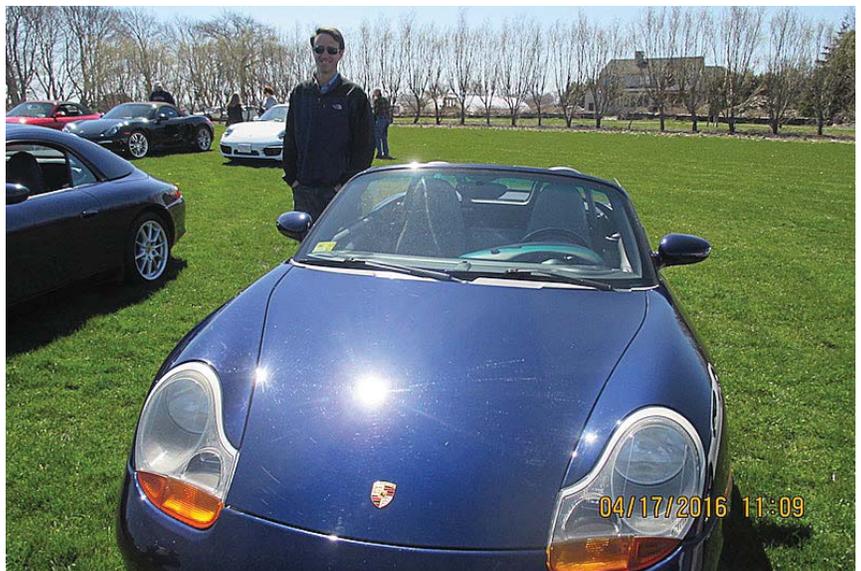
The next SoBo will be on Sunday, May 15th, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. Signs should be in place directing you to the parking area. And, as always, for any SoBo related questions, please email me at: rr356c@aol.com



Pafik's 2016 Boxster Spyder



Steve Howitt's 82 911 SC



Todd Jarem's 01 Boxster



Aerial view

WOLF IN SHEEP'S CLOTHING the New PORSCHE 911 R



With its new 911 R, Porsche is unveiling a puristic sports car in classical design at the 2016 Geneva International Motor Show. Its 368 kW (500 hp) four-litre naturally aspirated flat engine and six-speed sports transmission places the 911 R firmly in the tradition of its historic role model: a road-homologated racing car from 1967. Produced as part of a limited production series, the 911 R (R for Racing) performed in rallies, in the Targa Florio and in world record runs. Like its legendary predecessor, the new 911 R relies on systematic lightweight construction, maximum performance and an unfiltered driving experience: this special limited-edition model of 991 units has an overall weight of 1,370 kilograms and is currently the lightest version of the 911. With the high-revving six-cylinder naturally aspirated engine and manual sports transmission, Porsche is once again displaying its commitment to especially emotional high-performance sports cars. Developed in the motorsport workshop, the 911 R extends the spectrum of high-performance naturally aspirated engines alongside the motor racing models 911 GT3 and 911 GT3 RS.

At work in the rear of the 911 R is the six-cylinder flat engine with a displacement of four litres, familiar from the 911 GT3 RS. The racing engine delivers 500 hp at 8,250 rpm and generates 460 Nm at a speed of 6,250 rpm. From a standing start, the rear-engined car breaks through the 100 km/h barrier in 3.8 seconds. In keeping with the puristic character of the vehicle, the 911 with its lightweight design is available exclusively with a six-speed sports transmission. Short gearshift travel underlines the active driving experience. The forward thrust of the 911 R continues to a speed of 323 km/h. Combined fuel consumption in the NEDC is 13.3 l/100 km.

A thoroughbred driving machine: technology from the race track. The 911 R could almost have been made for tight corners. The specially tuned standard rear-axle steering guarantees especially direct turn-in characteristics and precise handling while maintaining high stability. The mechanical rear differential lock builds up maximum

traction. Ensuring the greatest possible deceleration is the Porsche Ceramic Composite Brake (PCCB) as a standard feature. It measures a generous 410 millimetres on the front axle and 390 millimetres on the rear. Ultra High Performance Tyres of size 245 millimetres at the front and 305 millimetres at the rear are responsible for contact to the road. They are mounted on forged 20-inch lightweight wheels with central lock in matt aluminium.

Motorsport development has specially adapted the control systems of the Porsche Stability Management (PSM) for the 911 R. A double-declutch function activated by pressing a button for perfect gearshifts when changing down is also part of the repertoire of the 911 R as is the optional single-mass flywheel. The result is a significant improvement in spontaneity and high-revving dynamics of the engine. For unrestricted practicality in everyday use, a lift system can also be ordered: it raises ground clearance of the front axle by approximately 30 millimetres at the touch of a button.

With its overall weight of 1,370 kilograms, the 911 R undercuts the 911 GT3 RS by 50 kilograms. Bonnet and wings are made of carbon and the roof of magnesium. This reduces the centre of gravity for the vehicle. Rear windscreen and rear side windows consist of lightweight plastic. Additional factors are the reduced insulation in the interior and the omission of a rear bench seat. The optional air conditioning system and the radio including audio system also fell victim to the slimming cure.

From the exterior, the 911 R gives a reserved impression. At first sight, the body resembles that of the Carrera. Merely the nose and rear body familiar from the 911 GT3 hint at the birthplace of the 911 R: namely the motorsport department in Flacht. In technical terms therefore, the 911 R has a lot to show under the bonnet: the drive technology comes from the 911 GT3 RS. All the lightweight components of the body and the complete chassis originate from the 911 GT3. However, with a view to road use, the body manages without the fixed rear wing. Instead, a retractable rear spoiler, familiar from the Carrera models, and a rear underbody diffuser specific to R models provide the necessary downforce. Front and rear apron come from the 911 GT3. The sports

exhaust system consists of the lightweight construction material titanium. A redesigned spoiler lip is installed at the front. Porsche logos on the sides of the vehicle and continuous colour stripes in red or green over the entire mid-section of the vehicle show the relationship to its legendary predecessor.

The driver sits in a carbon full bucket seat with fabric centre panels in Pepita tartan design, recalling the first 911 in the 1960s. An "R-specific" GT sport steering wheel with a diameter of 360 millimetres receives steering commands from the driver. Gearshifts take place in traditional manner via an R-specific short gearshift lever and the clutch pedal. Carbon trim strips in the interior with an embedded aluminium badge on the front passenger's side indicate the limited number of the 911 R. A typical feature of GT vehicles are the pull straps as door openers.

Orders for the 911 R can be placed as of now. In Germany it will be in the showrooms as of May. Inclusive of value added tax and country-specific features, it costs 189,544 euros.

Limited Special Model With Naturally aspirated engine and Manual Transmission



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On Dec 11th 2015, Janis Joplin's 356 sold for \$1.76M. The car, which Joplin's friend Dave Richards had painted bumper-to-bumper with psychedelic imagery, sold for more than three times the amount Sotheby's predicted, according to CNN Money.



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Kachel Motor Co. Inc.
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Lawrence, MA 01840**

Four Speeds and Drum Brakes -

continued from page 8

guy's stall and picked up a few things, remembering that you can have enough tools but you can never have too many. Small pointed scissors for \$3 ea will keep me from stealing the large pair in the kitchen, besides they'll work better.

The Metro New York Region was there in their Martini Racing GMC motor home that was covered in the same decals that I have ready to install on my '72 911 and one of our Autocrossers has already put on his 914. I must be on the right track because it looked great on their rig. We'll see this summer.



The show area was filled with terrific examples of Porsches from all over the east coast. They were lined up by model which made it easy to judge the various classes.



I made a pass through the field but only the entrants could cast ballots, which prevents owners from stuffing the ballot box using their friends. That was a strategy we used at the last 356 Holiday here in Boston and it really worked well although there was some grumbling.

Brother, Bill had driven up from Maryland in his restored Speedster as he has done in the past even when the weather wasn't as nice. Since it's driven a lot, he didn't expect to win but it's a great car to show because it has a lot of Factory

options that are seldom seen on what was supposed a bare bones car. When all the votes had been counted he won Best in Show. Quite an honor considering the array of cars in attendance and the people who were doing the voting, the owners.



The Speedster has a distinctive advantage as it is a model that everyone recognizes instantly as a Porsche many have owned or knew someone that owned one. What ever the reason, Bill was delighted to receive his Best in Show trophy. After all the work he has done over the 50 years of ownership to maintain and preserve his Tub I'd say it was well deserved.

KTF

Minutes - continued from page 10

charity for this year's fundraising efforts and Homes for our Troops was deemed a worthy cause. All board members present agreed to support these folks and 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.

I brought up a question about our NER apparel and other goodies that used to be available through Porschenet.com and I've come to discover that this store no longer exists. I will look into seeing if there is enough interest in reviving this and what it takes make these things available to members as they were in the past.

The meeting was adjourned at 9:45 p.m. Next month's board meeting will be hosted by Steve Ross at the Morse Tavern in Natick.

On the Edge - continued from page - 6

of the above, the Newsletter Editor may serve indefinitely.

That is a very, very long word indefinitely.

If you have an idea for the Club to go visit or do, please reach out to one of us, and we'll be sure to bring it to the Board meeting, and drink a toast to it.

I'm kidding! Almost.

Seriously, "What do you drive?"

Sign Me Up - continued from page - 11

engine stop. I called ahead, arranged for express service and received the attention of their best customer.

Michael and Kirk in the service bay were helpful and quick to get us out in short order...After looking back on this, I had planned for just about every emergency, but ADblue was on the radar. Unlike trucks, there is no gauge, just a service interval that coincides with the oil change. There was some thought that the ADblue fluid may have been missed at the last service, not sure, however I am keen on having a bottle or two stashed in the trunk for the next long road trip.

Back to today, I had to tell new members today about my 14 year process of learning and trying a variety of club activities. Over the years I found each step of the way, there were members that took the time to help explain events, preparation of both the car and the mindset to enjoy driving the 911 and pursue the social opportunities.

Today, the group of volunteers was happy to help explain how this group can participate as members of NER. From the group response, I see the energy that they will add to the 2016 season.

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)

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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.

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ANTONIO BRANCO
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2010 CAYMAN

STEVEN CIAVOLA
PLYMOUTH MA
2013 BOXSTER

ENTE LA CIKA
WESTFORD MA
2015 PANAMERA 4S

TADD CLELLAND
DUXBURY MA
2011 911 TURBO

DESMOND CONTE
READING MA
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JEFF CROTEAU
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2013 911 CARRERA S

RICHARD EDWARDS JR
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YEN CHING LU
BROOKLINE MA
2005 BOXSTER S

MARK MACRAE
MARBLEHEAD MA
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CHESTNUT HILL MA
2016 CAYMAN GT4

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2000 BOXSTER

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