



THE NOR'EASTER

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



EPE

EPE is Back on Track

EPE is happy to report that we are back online! The piracy issues that resulted in our website being inaccessible and preventing email being sent to/from our corporate email server have been resolved.

We appreciate the understanding you showed during that time and, once again, apologize for any inconvenience. Please be assured that no personal or financial information related to our clients or to EPE was compromised in any manner.

We encourage you to visit our website www.epe.com or to contact us directly via email (epe@epe.com) or telephone (508-651-1316) for any Porsche service-related questions you may have, or to schedule an appointment.

Whether you are an existing EPE client or an owner needing personalized service for your Porsche, we remain committed to providing a level of expertise and superior service that you have come to expect from the staff here at EPE.

Thank you.....Jerry Pellegrino

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**

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

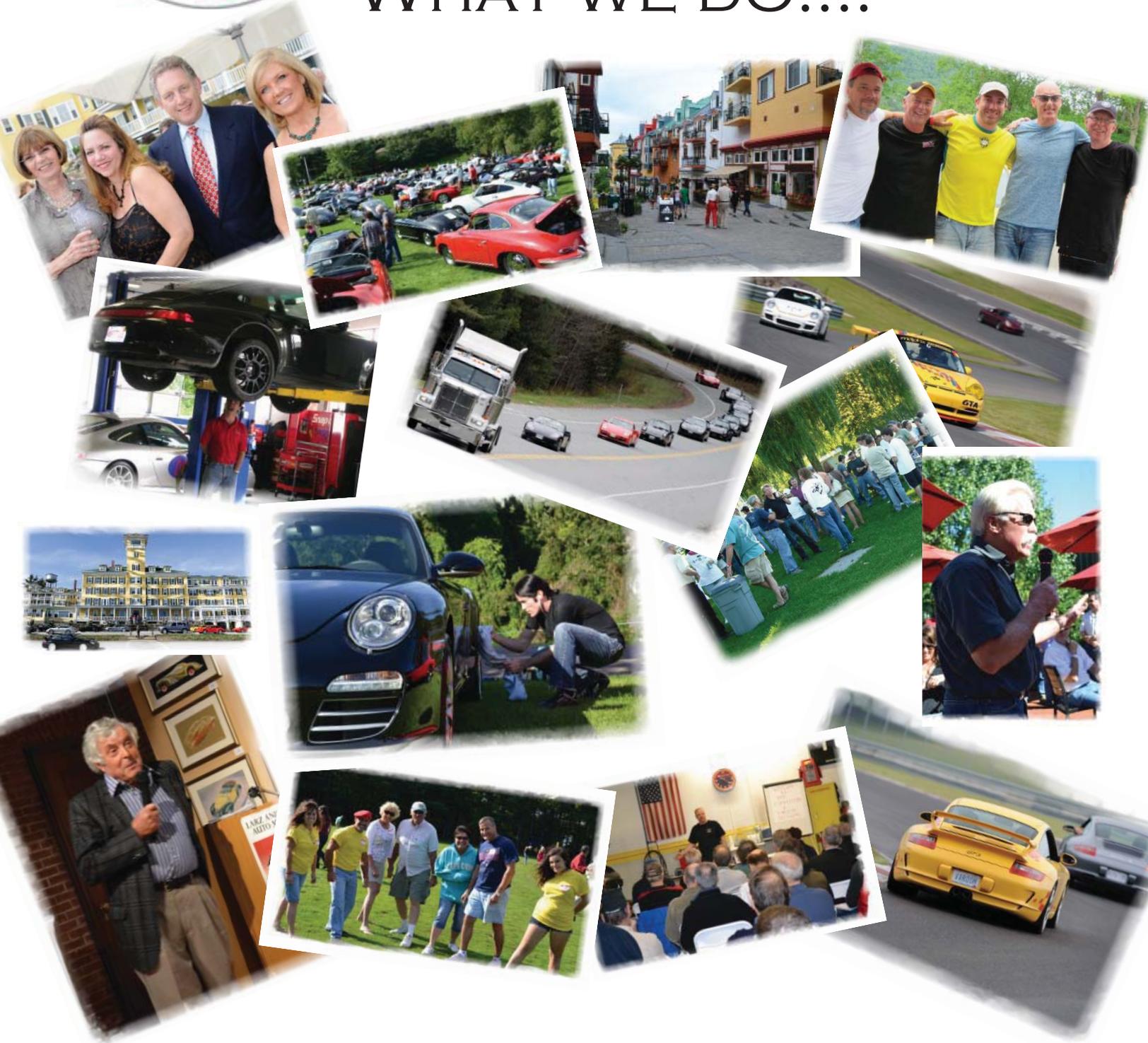


WHO WE ARE....

PORSCHE



WHAT WE DO....



On the Edge

of Travel



Adrienne Ross

They say the best way to keep the vacation vibe going is to plan another vacation almost as soon as you get home. I've always subscribed to this notion, and so Jet Blue's website and I are becoming fast friends again.

So far it's a trip to Vegas in the spring. Now, I've certainly spent my fair share of time in Vegas. Not as much as some, but certainly more than most. So much so that the trips started to require "themes." I spent a week out there doing only the "free" things. We visited the tigers, got ice cream samples, a few museums, and gathered

But then early January comes, and way too many of my friends on Facebook are going to the Roar, and testing cars, and posting videos of the most delicious sounds...

player's cards from every single casino. Once we went on the "spa" tour, hopping from hotel spa, to hotel spa, comparing and contrasting the services offered, and delivered. Then there was the "Cirque" trip, a different Cirque every night... you get the idea.

After 8 or something-like-that years of not going, I'm booked again on an early morning flight. We have no plans as such, no theme so far, not even a hotel room, but it's booked.

While organizing that trip, an email arrived from Daytona International Speedway. "Going to the Rolex 24 Hours?"

Damn, AM I going to Daytona this year? I've become quite spoiled in my racing travels, always the VIP, never the tourist. After having been quite a few times, and learning the lessons of crewing an all-night race, and then kind of crewing, and then, as a VIP spectator, I've kind of done it all in Daytona. But there's just something that draws me back there, like a racing siren (the dangerous creatures, who lured sailors to their death – not like police sirens – although that could be fun!).

The problem with Daytona is that in November, I think it's too much. I don't

like to travel in the winter from or to (for that matter) Boston in January. I wonder about hotel rooms, and remember the adventures had in that arena, and I throw my hands up and say "Screw it, I'm not going."

But then early January comes, and way too many of my friends on Facebook are going to the Roar, and testing cars, and posting videos of the most delicious sounds, and bragging about the 80 degrees, and suddenly I'm kicking myself sideways for not booking that damn trip!

Next thing I know I'm on the phone with fellow racing junkies deliberating about hotel rooms, pit passes, and flights.

Sometimes I go, and sometimes I just don't have it together enough to get to Daytona in a week, or two, max! It's so depressing.

So in late October, Daytona calls. And I JUST booked that trip to Vegas, and work is busy, and there's just so much going on anyway.

But I'll be kicking myself on January 10th.

The point, ladies and gentleman, is to make a great mid-winter, early spring plan. Go do something that you love, in a place that you love, and revel in it. Quick! Before it's too late! It's so worth it to have something wonderful to keep looking forward to through those cold awful months.

I have to go now, I'm on hold with the Daytona Hilton, and have Jet Blue open in another browser.

"Hello Daytona Club? Yes, I'll need 2 tickets for the 24..."

In This Issue...

Happy November! A lot of us are closing in on that time of year when a lot of us put our toys away for the winter, and bid adieu to the Pcars. If you're one of those, you have my condolences. If not - best of luck in this winter season. Remember summer tires are not winter tires! Yes there is a difference! Winterize your Porsche before you take it out in the cold!

This month we wrap up the AX season, as well as Sobo, and DE.

Mark Webber wraps up his career as a driver, and I for one am mourning the loss. He's a great guy, and great driver, and while he's not exactly going into hiding, a palpable presence will be missing from next year's grid.

Happy Thanksgiving to you all!
Enjoy the Issue!

One Track Mind

Congratulations All Around!

Tis the season to be gloomy. No, I'm not referring to Halloween, Thanksgiving, Christmas, Hanukkah or others that I may have missed. I mean the end of Porsche driving season for many of us. Those impressive machines that take so much of our love, money, labor and space, are put down for "a long winter's nap" (apologies to Clement Moore). Of course some of us use that time to make repairs, modifications, or begin restoring our track budget for next year, so I suppose it's not all bad – I mean bears hibernate to recharge their batteries, why shouldn't we? My neighbors also enjoy an upside, be-

Congratulations and a heartfelt thanks to the (latest) ladies and gentlemen of our Instructor Corps...

cause my enclosed trailer, which normally resides in my driveway during DE season, gets "put away." I know this pleases them.

Porschenet, our club email, and our website have had a tough month and I know some of you have experienced the problems first hand. For the time being, our club member and volunteer tech guy, Nick Shanny, has graciously moved our website away from the previous provider to his personal hardware which is far faster and more reliable. He will continue to explore different hosting providers, looking for a well reviewed and well managed company. Nick has also moved our email away from the previous provider (the same one that had been hosting our website) to another service hosted in the cloud. Over the next several weeks, Nick will continue to explore improvements to our email but it is now officially "up and running." Kudos to Nick – he spent countless hours working on this, all while working at his real job at TripAdvisor!

During our final NER Driver Education (DE) event of the season, at Palmer Motorsports Park, I had the pleasure of acknowledging those instructors in attendance who:

- Participated in more than half of our events over the prior three years, and/or
- Supported us over and above expectations i.e., frequently volunteered to take two students, did frequent check rides or, in any other way, distinguished themselves in support of our club and, last but certainly not least.
- Each of the graduates of our Instructor Training program

Congratulations and a heartfelt thanks to the following ladies and gentlemen of our Instructor Corps (many of whom come from other regions):

Dave Berman, Stan Corbett, Peter Dikeman, John Dunkle, Charlie Kenney, Kristin Larson, George Markley, Norbert Martel, Dennis Mascetta, Greg Osche, Igor Prokipiow, Tom Pelton, Bill Seymour, Nick Shanny, Igor Shik, Steve Sisler, Pete Tracy, Matthew Wallis, Deborah Williams, Greg Wood, Chip Wood, Mike Woodward and Jason Woz.

Each of these folks was given an NER button down collar shirt embroidered with the NER logo as a small token of our appreciation. We plan to recognize other instructors who have gone above and beyond expectations at future events.

Autonomous vehicles (AV), or self driving cars as we common folk call them, are all over the news lately and recently Boston has jumped on the bandwagon. It's certainly time to address traffic in the greater Boston area at least during the morning and evening rush hours which seem to keep expanding in duration. What used to be 7:00 a.m. to 9:00 a.m. now seems to be 5:30 a.m. to 10:00 a.m. and evening rush hour now begins in earnest at 3:00 p.m. and goes through 7:00 p.m.

MIT recently announced that it was creating a \$25 million research center for autonomous vehicles which will be funded by Toyota. I read an article on-line that cites the interesting challenges Boston will present to AV's. To wit, "the city's streets are narrow, heavily congested and filled with drivers who are ... rather creative, let's say about the



Dick Anderson

rules of the road (Not to mention consistently ranked the worst in the country according to one insurer)." OK, there are those type of problems but I'm thinking more of the one's near and dear to the hearts of Boston drivers. Is there, for example, any satisfaction in extending your middle digit to a driverless car? How will the "self anointed expert drivers" among us deal without being able to blame,

- a. women drivers,
- b. teenage drivers,
- c. old drivers
- d. anyone but themselves for vehicle transgressions when no one is driving the offending car?

What will happen when a driver is obligated to "play chicken" with an AV during a lane merge? What will happen with road rage?!!! You see my point? To hell with the technical issues, what about the Boston psyche? Better ask for another \$25 million MIT!

Finally, I mentioned last month that daughter Sarah was getting married, thus I would miss NER's final event at Palmer. Well, I managed to get some Porsche time after all as I delivered her to the ceremony in my 996 Turbo and she and husband, Jeff departed the ceremony in it as well, with Sarah behind the wheel of course!

See you next month ...



Four Speeds & Drum Brakes

Endless Summer



Tom Tate

This summer of driving is like the energizer bunny, it keeps going and going and going. Besides the Porsche Parade and the Zone One Autocross this year, the 356 Registry's East Coast Holiday was on the list of events not to miss with the black Speedster. The fact that it was being held in Akron, Ohio is a little hard to explain since it's a long way from any coast.

The 356 Registry attempts to put on two gatherings each year, one on the east coast and one on the west coast. Since the events are organized and run by unpaid volunteers many of the locations visited over the years are a long way from any

This summer of driving is like the energizer bunny, it keeps going and going and going.

beach or coast. It all depends on which group raised their hands. We just look to see which side of the Mississippi River it's on and then name it accordingly. Ohio is on the right so it must be an East Coast.

As most of my loyal readers know, I travel without a convertible top on my car. I have one, it's in the garage attic where it has been carefully stored since 1999. In its place is a driver roll bar with a race style tonneau behind it using all the mounting points that the top requires. To install the top I must remove the afore mentioned roll bar and tonneau cover and that would change the entire look of the Speedster. So it's a case of style winning over logic. I would rather look racy and risk getting wet than staying dry and looking normal if it's at all possible to look normal while driving a 58 year old Porsche across country.

The plan on these Holidays has always been to inspire as many owners as possible to drive their Tubs to the event. Two of us from the Boston area had decided to drive to Newton, NJ to meet another

member and then cut across PA and into Ohio from there. I must note that it did include a Porsche Support Vehicle in the form of an almost new Cayenne Diesel so it wasn't like we were going out on a limb here.

I did watch the weather forecast closely to find that after the driest summer on record (ever) rain was predicted on our departure date.

Sure enough, a light mist was falling when it was time to head out the Mass Pike after rush hour. It was like driving through a cloud, just enough to collect on the front windshield, blow the water to either end of the glass and then spray it in my face as it turned the corner of the windshield post. I've been there before and so I just closed the door on a small rag that pressed up against the post and stopped the water from coming into the cockpit.

I only looked dumb for about an hour or so and then the rain was gone and the roads were dry. From there to NJ it was an easy drive, we gassed up for the next day and went to dinner. After wiping the car down I noticed some number sticker glue on one door left over from the Zone 1 Autocross and after trying window cleaner and detail wax gave up and just dipped a rag into the gas tank in the front compartment and it came off in a hurry. With a 5" gas cap it's easy to just reach into the tank to get a spot of gas.

The Speedster started right up the next morning and we were off down some great curvy roads headed to Ohio. In no time at all the smell of gas was coming out from under the dash, not good. There is a gas shut off valve there that sometimes leaks but it had been leak free for the last few years. Maybe it was just a little smell from fill-

ing up the night before, I thought as I tried to keep up with the caravan. After a few more hard turns the smell got a lot worse and the wind in the face was not solving the watering eye problem. I flashed the lights and pulled over.

I opened the front hood to find the gas cap laying upside down on the tank where I had left it the night before to get that spot of gas on a rag. With a 5" opening I would guess that at least a quart of gas has sloshed out and was all over the front compartment. Not my best move. When asked by my travel mates what the problem was I just said the caps wasn't on tight enough. No reason to look really stupid, we had a long way to drive.

The drive to Akron was only 420 miles and it was done with a couple of stops as these cars only have a 10 gallon fuel tank. The weather was great and we had a great time in our little caravan.

There was a cocktail party at the hotel the first night that was well attended as old friendships were renewed and new ones begun. That was after an afternoon of standing in the parking lot greeting folks from as far away as Alaska as they drove up in their Tubs.

The Autocross was the next morning a short distance from the hotel so I was out

continued on page 38

MIKE NOONAN

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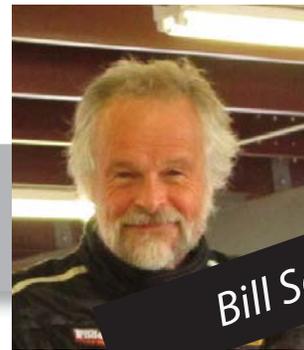
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The Long and Winding Road

The Inside Scoop



Bill Seymour

The penultimate driving weekend of the year just completed successfully. Saturday was the last Autocross of the season (and my last Autocross as Chair). It went very well, all except the driving part. We had a good turnout but still managed our 12 runs and had some special gimmick scoring to give away door prizes of beer, wine, clocks and a hat. The weather was perfect – a little cold in the morning while setting up but then a beautiful Fall day. Gad, it's great to be alive. Oh, yeah, the driving. I managed to come in fourth of nine and needed a hero run on my last try to even get that. I can use old tires as a partial

...this was my last event as Autocross Chair... I had a lot of fun and appreciate the many people who thanked me for my service.

excuse but that won't explain an over 4 second gap between me and first. What might explain it is that the class winner was a 5 time National SCCA Solo 2 champion while the second place finisher only had one National SCCA Solo 2 title to her credit. I think I might be suffering from a skill/talent differential.

After the Autocross, 40 of us repaired to our usual watering hole for cold beverages and a buffet dinner. Thanks to Noah Eckhouse we had a great media show of Richard Viard's photos and a few AX run videos (highlighted by Camille Galejs recreating the Great Depression Dust Bowl by spinning her Dad's Cayman into the weeds). And thanks to all for their help with a great season.

But as noted above, this was my last event as Autocross Chair, a position I held (and I was surprised to go back in the Nor'easters to determine this) for six years. I had a lot of fun and appreciate the many people who thanked me for my service. If it went well we can thank the

many participants and volunteers who made it work, particularly the outgoing Registrar Dave Berman and (the staying on to be even more abused) Chris Ryan. Good luck.

After the party I drove up to the former Red Roof in Loudon so that I could be at New Hampshire Speedway bright (not so much) and early (adequately) on Sunday morning for the last DE of the season. This was the final test for the Jamaican Bakin' Miata prior to next weekend's 24 Hours of Lemons race. As always it performed perfectly and we ran 1:26's (not fast by PCA DE standards but OK for a \$500 car) which is 3 seconds faster than last year. We'd like to claim that we were getting better but it's mostly attributable to the new era 200 treadwear tires. I had a very pleasant student who was remarkably good for never having seen a track before. He was the close friend of a DE regular (who loaned him both a new Cayman S and a helmet as a nice present for a day's outing) and was not a "car guy" (rides a bike to work) so his observations were very interesting. One comment was "I've driven a car for over twenty years and yet I never had any idea that a car could do this." That and more perfect weather made for a nice day.

Next month I'll have a report of the last endurance race of the year. But I'll end with a little insider news...

What with all the focus on autonomous cars you have to know that Porsche is working on something as well. So I wasn't surprised by what I learned from some leaked emails that came my way. (Don't ask how I got them. And I also got some great stuff on the VW diesel scandal but that's for another column). Anyway, what I got was fragmented and my translation from the German may not be perfect, but here's the gist of it:

"Porsche will distinguish itself in the marketplace by providing autonomous

car owners with the greatest flexibility in terms of how their car behaves. The non-driving operator [Fahrzeugbetreiber fahrgast] will program the Porsche Autonomous Vehicle (PAV) using a dashboard control panel just as an iPhone user goes to Settings to dictate how her phone operates. At the highest level one will select the legacy Porsche model that the autonomous vehicle is to emulate. Beneath this, a series of Advanced Options menus will allow the operator to precisely specify the total experience she will enjoy as she proceeds to her destination. The experience will be so rewarding that the PAV owner is expected to not only use her vehicle for transportation but also employ it for entertainment [Freude Fahrt]."

A fair amount of detail was available, understandably tentative at this point, as to suggested ways of implementing this strategy for each legacy model. For example here are some examples for one of my cars...

"Model 356.

Pull down to select: pre-A, A, B, C, fake VW [Scheissebox]

Advanced Options_Exterior_Lighting: 6 Volt/12 Volt/12 Volt aftermarket [Note: with 6 volt the car drives safely even though the passenger can't see s**t since the PAV uses infrared sensors.]

Advanced Options_Cabin_Heating: dog panting/none/arctic blast through rust holes

Advanced Options_Cabin_Aroma: slider to control gasoline odor from 'mildly annoying' to 'migraine'

Advanced Options_Infotainment: resettable trip odometer with sliderule/none

Advanced Options_Oversteer: wet pants/heart attack/terminal

Minutes of the Board

October Meeting

The October board meeting for the Northeast Region was graciously hosted by Kristin Larson and Dave Berman at their home in Acton MA on October 12th, 2016. Other attending members were Bill Seymour, Ann and Dick Anderson, Steve Ross, Steven and Laurie James, Kristin Larson, Adrienne Ross, Stan Corbett, and me. Missing were Bob Cohen and Steve Ross. Member Glenn Champagne attended as candidate for Administrative VP to meet the team and learn the ropes of the board meeting process. The meeting was brought to order at 7:50 p.m.

Bill started with an update on activities and the first topic was the Zone 1 Concours that the Northeast Region will host for 2017. NER is coordinating efforts with Zone 1 regional members and the venue of choice will be Patriot Place. NER's Tom Tate will act as chair and it will be a multi day event including an evening reception, a talk presented by an automotive personality, the concours, and a rally. This year's NER concours' original date was rained out and the rain date turned into a gully washer and ended up a bust. The few folks that showed up were headed home by 9 AM. The fall tour though, scheduled for the same day, had 17 cars turn out despite the rain and did their best to enjoy their journey through the MetroWest that Charlie Dow had put together. The season's final autocross is now behind us and the followup party at the Billiards Cafe in Ayer was a success.

Steven, having already distributed his and Laurie's membership report, mentioned that the email reminders he is delivering to newly expired members seems to be working with folks renewing in response. Our newly instituted welcome letters to new members are also receiving some very nice acknowledgements. Membership stands at 1741 primary and 957 affiliate members for a total of 2698 including 24 new members

with 2 transfers in offset by 2 transfers out. Steven also secured sponsorship from Justin Becker of South Shore Autoworks for the silent auction to be held at the annual dinner in January at the Museum of Science. The demise of Porsche of Danvers being one of our faithful sponsors has been a loss to the club and we wish the best to all of the employees that worked for years building that dealership into what it was.

My turn came next and I updated everyone on my work with the resurrection of the Goodie Store. The board agreed that although there are many options available for marketing apparel displaying the NER logo, we would work through PCA national and open our goodie store there as a number of other chapters have done. 10% of the proceeds will be returned to our chapter on a quarterly basis and we plan to have this up and running by the time you read this. An email announcement should be happening soon.

Adrienne has been working on fulfilling the board's obligation to provide monthly social activities for club members and proposed a speaker's presentation for the month of November. She proposed inviting Brian Redman to Lars Anderson sometime in mid to late November. The board voted to approve funding for this and it is sure to be a very entertaining event.

Stan reported on his final work as DE Track Chair and the transition of those duties to John Dunkle for 2017. Stan is working out agreements with Thompson, Palmer, Watkins Glen, New Hampshire, and Mont Tremblant. He is also working with re-aligning the Tremblant DE to coincide with the annual blues festival there in mid-July. Part of the Watkins Glen package includes complimentary tickets to some seasonal racing events at the Glen. For 2017, 10 IMSA and 20 NASCAR tickets will be auctioned



Alan Donkin

off to those lucky bidders that win at our silent auction at the annual dinner. Just another great reason to attend the Gala. Stan is also looking into putting Calabogie back on the roster to piggy back with Tremblant so drivers could opt to do both Canadian events on the same trip north.

Glenn introduced some of his thoughts on securing event sponsorship through some non-traditional means and the board welcomed the new voice to the group.

Bob, not able to attend the meeting, submitted his treasurer's report via email earlier that day and since none of us had found a chance to read it before our gathering, we chose to vote on it via email.

continued on page 45

Happy PCA Anniversary!

Thirty-Five Years
Patrick J. Ahearn

Thirty Years
Drew Ley

Twenty-Five Years
Ron Rappel

Ten Years
A. John Pappalardo

Five Years
John Wadsworth
Richard Viard
Iain Carrick
Mark Shane
Paul R. Mancinelli

Sign Me Up

Volunteerism



Steven and Laurie James

We just finished the last Auto X for the season and as the last runs were tallied and final awards presented on a beautiful fall afternoon the NER volunteers and their value to the club were on full display. The course, equipment and supplies were stacked and packed as attendees waited for final comments from Bill Seymour.

I trust the members and their guests that have attended one of the NER events have taken notice that it takes a team of dedicated people to organize the event. It starts pre-season with

As Membership co-chairs with my wife Laurie, we have enjoyed helping in our own small way...

equipment maintenance, testing, operations planning and administration. At the board level there is scheduling, funding, site rentals, insurance, registration, community liaisons, noise abatement and staffing decisions that go on behind the scenes. Sounds like a lot, it is and I left a lot of the details out.

The 1+ mile course is designed and set-up with a dedicated man is known to us AutoX's as "Scruffy" who can be seen stewarding the layout and construction process with other like minded aides that provide a challenging test for drivers and our Porsche's and a few non Porsche interlopers that keep the scenery interesting and remind us that a Porsche does not always guarantee the fastest time.

Each season there is a slight adjustment of the human resources as new faces are added, members bring family and friends; the NER community resupply the required team of helpers that make our events possible, safe, fun and welcoming. As the 2016 season

ends, you have to enjoy the accomplishment of the year and thanks to the people that make it happen. This year is a transition year where the AX team is being resupplied with a dedicated group to start laying the ground work for 2017. Bill Seymour our leader for many years is stepping down, which also removes his better half, Rosemary Driscoll from her lunch lady role, they both will be missed as their departure is a large void to fill.

I'm sure I will not be the only one pointing out how fortunate that volunteers emerge and make it their mission to commit several years or more of their time adding value to our club. Next time you see Bill, Rosemary or any of the many contributors you might want to

pass on your own thoughts, since the small admission fee we pay at these events doesn't really cover the effort that is required.

As I write this article there is a three day DE event up at NHIS that also requires a yeoman's effort, although this event is being run by our sister region, NCR, many of the attendees and instructors will be supplied by NER, and to my point that our DE program has their own staffing and management should receive similar praise.

Socials, technical talks, tours, concours and the Ramble, the

monthly publication; Nor Easter all have people behind the scenes working on behalf of the NER members. As Membership co-chairs with my wife Laurie we have enjoyed helping in our own small way, I have enjoyed pointing out the obvious that NER is tremendous value to our members.

For 2017 we have several new faces and several familiar ones putting together a fun filled and rewarding season of activities. Their efforts, dedication and commitment to NER is the primary reason we have a one of the best regions in the country, and why PCA is about the people, not the cars.

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Off Line

The New Consistent



John Dunkle

There is something to be said for “consistency”. Driving a consistent line on the track or consistently driving with smooth inputs or consistently making each apex. But, I’m not talking about being consistent on the track.

Rather, I’m referring to my being consistently late with this column. My second column, and it is indeed – the second time I’ve submitted it late. There is much to be said for consistency, at least in my world.

So, on to the business at hand – the season finale for the Northeast Region

I’m pleased to announce that NER and NCR have two new Instructors in the program: Igor Prokopiw and Igor Shikh.

Driver Education Program, which took place at Palmer Motorsports. As you’ll read elsewhere in this issue, it was a terrific event with several “firsts”. The “First First” (is that redundant?) is that Stan Corbett stood in for Dick Anderson as Chief Instructor (who was otherwise engaged giving his daughter away or something?). Stan did such a terrific job as Interim C.I. that, according to reports from the Instructors themselves – the Instructor Meetings will never be the same. I took those as positive comments, by the way.

Another “First” was the tremendous success of the “On-Line Drivers Meeting Pack” where registrants downloaded, printed, read and signed detailed Drivers Meeting information before the event. That information included passing zones, policies of Drivers Education, flag descriptions, etc., or in other words, all the information typically gone over in length during the trackside meeting each day. The great news is that, with the single exception of only ONE solo driver, did everyone read, sign and turn in their

Drivers Meeting Pack! So, our mandatory meetings were ten to fifteen minutes each morning – and all participants appreciated the new format. I say that, as from here on, NER will be repeating this format, as it is simple – and more importantly – it works!

I’d also be remiss not to mention the terrific job Charles Kinney did with the Instructor Candidates in Ann Anderson’s absence. Ann was obviously with Dick Anderson at the aforementioned “passing of the nuptials”, so Charlie stepped into the Instructor Development role for this event. How well did Charlie do? Well, I’m pleased to announce that NER and NCR have two new Instructors in the program: Igor Prokopiw and Igor Shikh. Welcome and well done to Igor and Igor!

So, now that the NER and NCR Driver Education Seasons have drawn to a close, what’s next you ask? That’s a great question – and I’m certain Stan Corbett will let me know, only thankful for the fact he won’t be the one doing whatever it is! I suspect, however, it entails scheduling our events, dates and the details of each event. For that, we on the NER DE Team would like to continue to expand our Novice Program both before next season kicks in, as well some Novice Driver specific trackside events. We are also considering supplementing our current Advanced Driver program with dedicated sessions and Professionally run classrooms during each event. As we get closer to rolling out the specific, we’ll keep you posted through this column, specific e-mail communications and posting on the NER Website.

In the meantime, if anyone who currently participates in our Drivers Education Program (or even if you are considering participating in the future!) and have suggestions, comments and or ideas – we’d love to hear them! So, please feel free to contact me or any one of the Driver Education Team Members and share them.

Anyway – time to sign off and send this column to Adrienne Ross before she starts sending out her “Missing Column Report”.

Thanks for reading – and see you at an upcoming NER Event!

Around the Cones

Perceptions



Steve Ross

Well Mother Nature called a halt to our fall Concours at the Endicott Estate in Dedham this year, a steady drizzle/rain kept the entries to single numbers. This was the first wash-out for the club in many years; the fall is usually a great time to have this kind of event, as it is usually dry, but not this year. Next year the region has stepped up to host the Zone 1 (Northeast portion of the country) in May of 2017. Keep an eye on our Porschenet and Eblast sites for details.

I would be interested in your thoughts and it would give me some material to use in my final column next month..

On to another subject that is constantly in the news these days, Autonomous cars, in theory, a great idea however as car enthusiasts I think most of us enjoy the thrill of being in control of our Porsches and inputting signals to it via the shifter, steering & brakes. Do we want to be just passengers in our cars, why not get involved in the Porsche, didn't you buy it for that reason, and it is, you remember, a sports car not an Uber ride. Recently a number of publications have shown that these self driving cars have some serious flaws in them. In a test by Google it was found that snow distracts the car's perception of where the road goes since it needs to see the lines on the road to know where to go. Also recently a self driving Tesla crashed due to its system misidentifying a white trailer trucks' body and getting confused resulting in the death of the "driver"

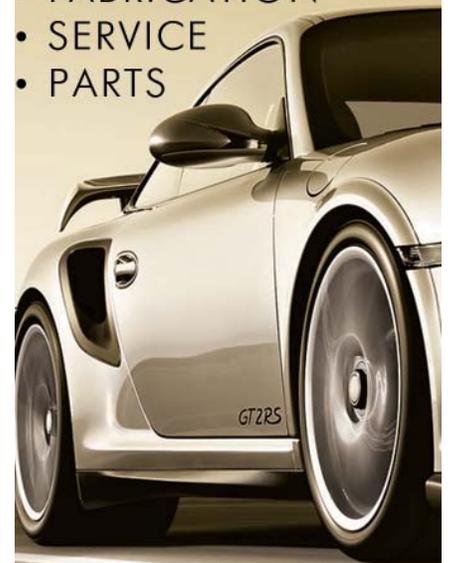
A number of years ago PCA had an interesting debate in Panorama concerning whether conventional stick shifts or advanced automatic transmissions such as the PDK were better. The result was that those who enjoyed being involved

in the operation of their Porsche liked the manual transmission and those who liked modern technology and quicker and more accurate shifting like the PDF. Unfortunately Porsche does not offer stick shifts in all of its new cars. If you have some thoughts on these subjects feel free to pass them on to me, I would be interested in your thoughts and it would give me some material to use in my final column next month.. Meanwhile enjoy the crisp fall and New England winter.

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2016 Calendar
At-A-Glance

November

9 - Board Meeting

December

14 - Board Meeting

2017 NOR'EASTER

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

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Newsweek Top High Schools 2014
AMERICA'S TOP HIGH SCHOOLS
• 2014 •

Newsweek magazine recently published a ranking of the [100 Best High Schools](#) in the nation. This is a highly sought-after ranking that is used by parents, educators, and the media alike. The ranking is based on a variety of factors, including standardized test scores, graduation rates, and teacher quality. The top 100 schools are listed in the accompanying graphic below.

Newsweek Top High Schools

Number of Schools in Top 100

1-100
101-200
201-300

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

Should buyers delay until 2015?

Should sellers delay until 2015?

1. Will we see more sales in 2015?

2. Will we see more sales in 2016?

3. Will we see more sales in 2017?

4. Will we see more sales in 2018?

5. Will we see more sales in 2019?

6. Will we see more sales in 2020?

7. Will we see more sales in 2021?

8. Will we see more sales in 2022?

9. Will we see more sales in 2023?

10. Will we see more sales in 2024?



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2016 PCANNER Annual Dinner

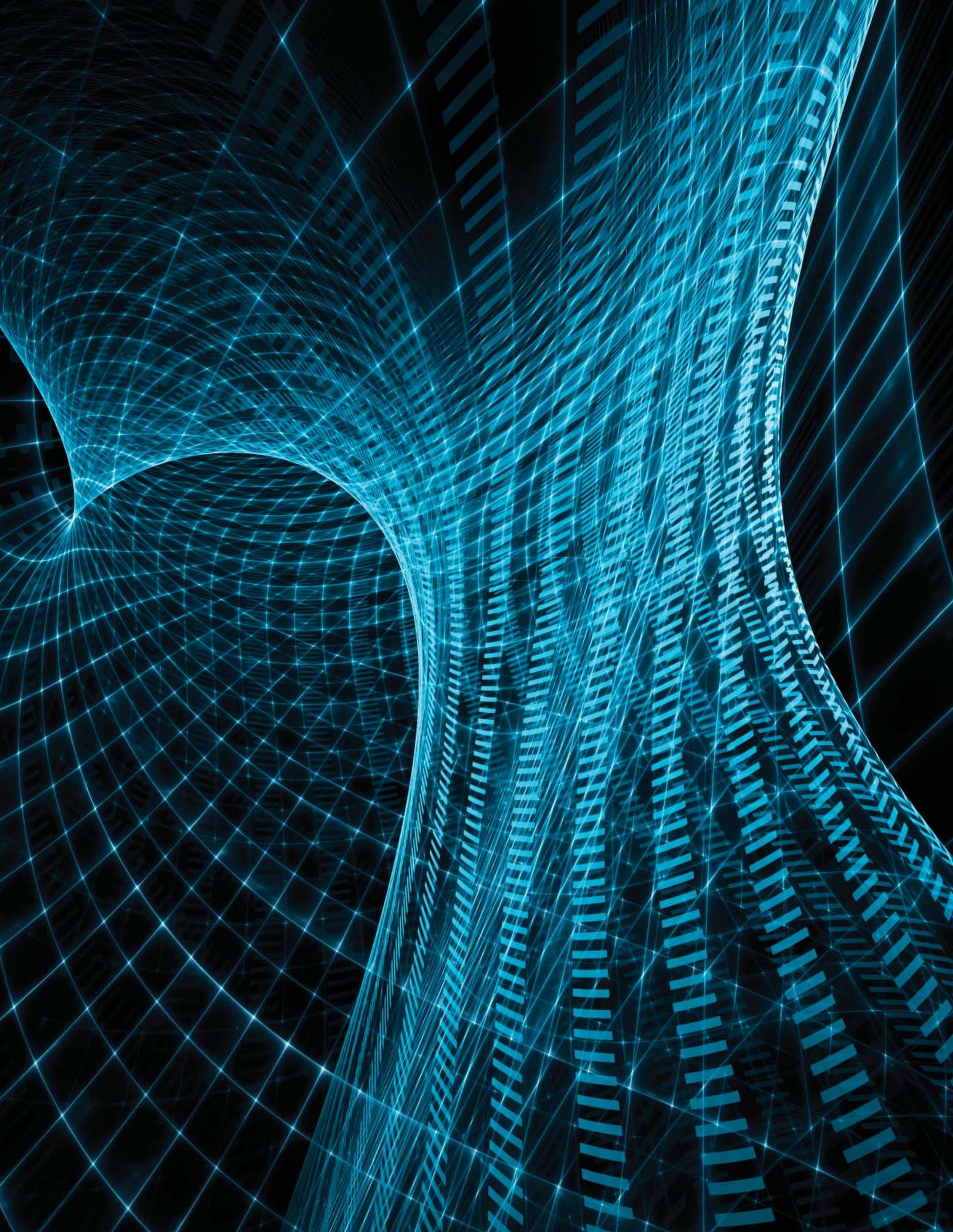
To be held at the Museum of Science, Boston
Saturday January 7, 2017 7pm -11pm

January is the perfect time to "dress up", visit a cool museum and celebrate with your New England Region PCA friends. Join us for a fun-filled evening of cocktails and dining in the Museum of Science's Blue Wing amongst the dinosaurs and other interesting exhibits.

Price is \$75 per person. This features 2 drinks, passed hors d'oeuvres, a buffet dinner featuring beef, chicken and a pasta station and free parking. Dessert and coffee are included. Catering by Wolfgang Puck.

Any questions, including special diet requests, can be directed to Kristin Larson at klarson41@gmail.com

Registration will be handled through Motorsportsreg at <http://pcaner.motorsportreg.com> and closes on Friday December 30, 2016.



OCTOBER 16TH, 2016 SOUTH OF BOSTON (SOBO) PORSCHES AND COFFEE



Austin Spooner



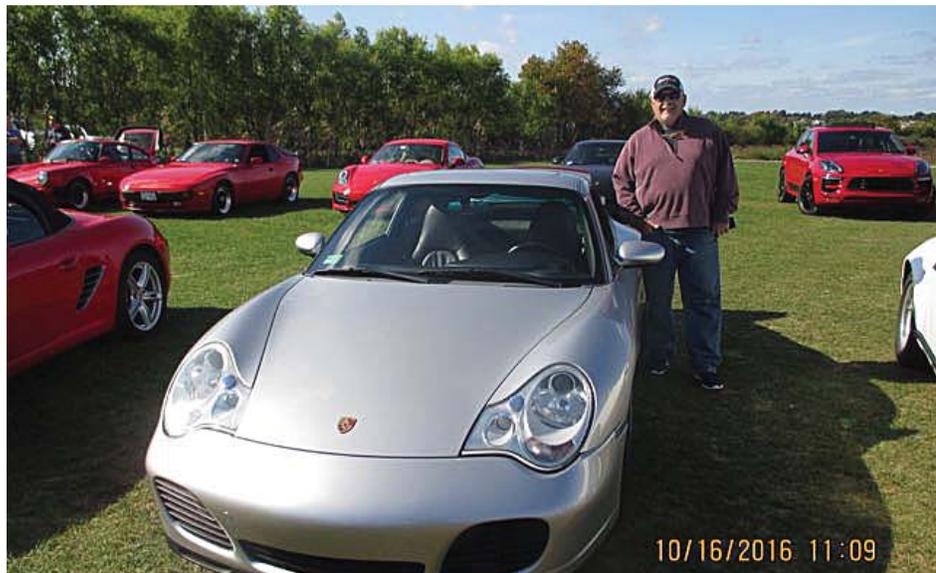
Karl & Katherine Spooner

Rosemary and I have put on some significant miles on my C4 recently, linking up for last week's NER Fall foliage drive (in the rain), including a visit to Ural of New England (Russian motorcycles). Yesterday (Saturday) Rosemary and I, along with Paul Soares and wife Jackie linked up with the CT region for a benefit event at F40 Motorsports with Wayne Carini in Portland Ct.

The meeting point for the drive to Wayne's World began at a Starbucks in Mystic where a few of the CT members met before heading to Wayne's facility in Portland Ct (about an hour away). The pod of Porsches was led by Craig Bush driving his Aqua Marine Blue 57 Speedster. Craig has owned the Speedster since 1969. Although it looks quite pristine, it is a driver and doesn't have matching numbers because he is on his third case.

I am going to write a bit about visiting F40 because of the positive experience I had meeting Wayne. As some of you may know, one of Wayne's children, a daughter, suffers from autism and this benefit raised over \$10,000;

*Copy and Photos by
Roger Slocum*



Thomas Enright



Craig Bush's 57 speedster

close the door, then it is time to maybe let go and buy another".

Today my grandson Bryce joined me to help get the Porsche drivers to login their attendance; we pulled unto the grass at Sweet Berry Farm about 9:45 AM and there were four Porsche already parked in the grass. The final attendance was just short of 40 Porsches.

A very nice meteor gray 2010 Boxster S (top down) drew my attention. This is Mike Sullivan's first Porsche; it was purchased in April from BMW of Norwood, MA. Mike's car's interior had some bling with a kind of dark coffee color interior and wood veneers. Mike has added 7k miles since his purchase.

The next is a bit unique in that it is a father and son. Karl & Katherine Spooner arrived in their red 86 930. Karl is the third owner of this exceptional well-appointed car (he knows the previous two owners). I

267 people attended, 100+ Porsches parked in lots on both sides of the road. While waiting for Wayne to appear, everyone walked through the two showrooms and parking lot abutting the F40 facility, ogling Wayne's collection of cars, most were for sale. A black Lamborghini Mura S caught my eye as a standout.

Wayne spoke for nearly an hour, relating numerous stories of his car finds, ending with a robust question and answer period that indicated that YES, he seems partial to Ferrari's, but he enjoys his 356s. Unfortunately Roger Barr, the mechanic often seen on the show "Chasing Classic Cars" was not present. Wayne said that Roger hit 80 and is getting a bit cantankerous and said that he would not show up. You can read a short bio of Wayne at: <http://www.velocissima.com/events/2014/F40/index.html>. An insightful article about Roger Barr can be found at: <https://www.hagerty.com/articles-videos/articles/2016/07/27/roger-and-me>. The following comment (paraphrasing) by Wayne must be said: "If you park your car at the end of the day and don't look back before you



Mike Sullivan



Warren Broughton

understand that he got the 930 with an engine that was a basket case, which he rebuilt. Currently it has logged 185k miles. The car's exterior is all original and looks perfect.

The Spooner's son Austin parked his red 83 944 (automatic) next to his dad's 930. I think Austin said that he has been driving the 944 for about five years. Austin's 944's exterior is also all original and looks new. What's interesting is in the "find". Karl was on Pelican Parts' website forum and saw the 944. It was being stored in a basement in Queens for 20 years. The inspection sticker indicated that it was on the road in 1991. All original, Austin's Porsche has just 52k miles and it shows. What's unique about this South of Boston group is that there is another father (Paul Soares) having a son with a red 944 (that Paul purchased for him), and his name is also Austin; what are the odds of that?

Thomas Enright parked his recent purchase, a silver 2002 C4S. He has previously owned a 69 912 and a 99 Carrera. Thomas' son owns a 99 Carrera and talked his father into buying his current 02 C4S.

The last person I had the opportunity to speak at length with was Warren Broughton. Warren drives a black 2015 C4S. Previously, Warren has owned a 944 S2, 914-4 and a 356C. Warren found this C4S on Champion's (Florida dealer) website just four months ago. The car looks very fresh and exceptional; he seems most pleased with his find.

Today's South of Boston (SoBo) Porsches and Coffee is the last for the 2016 season. It's time to start attending to the leaves and, with a few more cuts of the lawn, swap out the mower deck and attach the plow and put on the chains to my Gravely tractor. The Gravely's meter reads 1,364.6 hours, the most dependable piece of equipment I ever owned. Be well, be happy, and see you all next April 2017.



10/15/2016 11:40
Wayne Carini's showroom



10/15/2016 10:50
Driving to F40



10/16/2016 11:26
The lawn at Sweet Berry

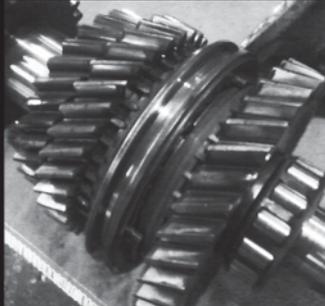


Wayne & Me



Wayne's World

MY 911SC
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AX #5

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AUTO ENGINEERING

Copy and Photos by Bill Seymour

The last autocross of the year was held October 15th at Ft. Devens. A cool morning was followed by a perfect Fall day with sunshine and just enough heat to get the tires sticking. As is usually the case, most of the season winners had already been determined but two classes were still up for grabs with two drivers in each battling for the chance to get a trophy handed to them at the annual dinner. Neil Halbert held off Georges Rouhart in Class 2S and Susan Kelley beat Ernie Grasso in Class 10R. Congratulations to them and all the other winners shown on the next page.

Otherwise it was mostly business as usual (12 runs) but with a few notables...

- For the first time in a while the Class 13 Mutts (non-Porsches) were held at bay. Only one of the 8 cars with a time under 70 seconds was not from Stuttgart and only Porsches were on the podium.
- We had a visiting dignitary. Matthew Braun is a 5 time SCCA National Solo 2 champion. And yes, he kicked butt.
- We also had a nationally competitive new model Miata that had taken third in class at the SCCA nationals. And we had our first Maserati ever.
- To add some spice to the last event we handed out some prizes (beer, 2 clocks, 1 hat, and a bottle of almost champagne) in a random way. You won if your last run of the day ended in all zeroes (i.e. time of XX.000 – but no one got it) or if your last run was closest to your previous best. We made sure one of the beers was from Stuttgart (Dinkelacker).

Following the event we had a nice party at the Billiards Café with 40 attendees. All in all a great way to end the season. See you all next year.

(And if you are thinking of trying Autocross – don't miss the Autocross School in April.)



2016 ZONE 1 REGION CHALLENGE

This year marked the 31st anniversary of the Zone 1 Regional Autocross event and we were fortunate to have two days of nice weather for a change.

Zone 1 Autocross Chair Dan Fishkind and Registrar Graham Mingst ran a smooth event, which was hosted by NCR at Devens' Moore Airfield. On Saturday evening, participants had a chance to socialize at a cookout hosted by "Chefs" Don and Barbara Coburn at the Springhill Suites Hotel in Devens.

There were 75 registered drivers from 8 PCA regions participating this year. Local regions NER and NCR fielded 22 and 18 drivers respectively, followed by Metro NY with 12, Hudson Champlain with 10, Connecticut Valley with 3, and 1 from Northern New Jersey. Tom Tate had his whole family there with son Rob and grandsons Louie and Marc, driving 3 different cars.

Most of the classes were fairly competitive, with the winning drivers posting times in the 60-67 second range. For the most part, drivers who got off to a winning start in their classes on Saturday posted first place times again on Sunday to win their class for the weekend event with a few close calls. In class S5, NER driver Will Koscielny edged out NCR (former NER) driver Walter Lunsmann on Sunday but not enough to overcome the Saturday deficit and Walter posted the win. In class P4, Georges Rouhart saw Neil Halbert edge him out on Sunday, but not enough to deny Georges the win. However, in class P3, NER's Bob Canter, who was trailing MNY's Paul Brillante by .348 seconds after Saturday's runs managed to win by .410 seconds on Sunday for the class win. Congratulations Bob! Other 1st place wins posted by NER drivers were Jim Fox in class S2, Nigel Fenwick in class S3, and Mark Skala in class I01 for a total of 5 first place and 3 second place finishes to count toward the Region Challenge points. Meanwhile, NCR drivers posted a total of 10 first place finishes to achieve a perfect score (top 8 finishes are counted for points toward the challenge trophy), so the trophy goes back to our friends at NCR. Men's

FTD was posted by Scruffy with a time of 119.457 for the weekend and Ladies FTD was taken by Rachel Baker with a time of 122.915.

Thanks to the Zone 1 Team for organizing the event, and the NCR Team for hosting the event. Overall, the event ran smoothly, the weather was great, the cookout was fun, and a good time was had by all.



Copy and Photos
by Chris Ryan



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AUTO ENGINEERING

AXX 5 RESULTS

Pos.	#	Driver	Car Model	Total	Diff.	From 1st
1S - '924(all), 914-4, 944' Total Entries: 2						
1T	98A	Goudreau, Jack	1979 Porsche 914	80.048	[-]5.105	-
2	402A	Tanner, Cole	1975 Porsche 914	85.153	5.105	5.105
2S - '944S,S2, Turbo, 968' Total Entries: 3						
1T	58A	Halbert, Neil	1990 Porsche 944 S2	73.186	[-]0.093	-
2	2A	Blauer, Adam	1994 Porsche 968	73.279	0.093	0.093
3	69A	Rouhart, Georges	1993 Porsche 968	74.413	1.134	1.227
3S - '911 1965-1994, 930, 928' Total Entries: 11						
1T	770A	Durham, Nick	1991 Porsche Carrera 4	72.941	[-]2.789	-
2T	437	Small, Adam	1984 Porsche 911	75.73	2.789	2.789
3T	244A	James, Steven	1988 Porsche 911	75.823	0.093	2.882
4T	22A	Canter, Robert	1984 Porsche 911	76.301	0.478	3.36
5	156A	Ryan, Chris	1984 Porsche 911	76.445	0.144	3.504
6	12A	Bryant, Arthur	1986 Porsche 911	76.919	0.474	3.978
7	770B	Nguyen, Natalie	1991 Porsche 964 C4 Cab	77.607	0.688	4.666
8	71A	Frisardi, Tom	1983 Porsche 911 SC	78.352	0.745	5.411
9	3A	Tate, Tom	1976 Porsche 914	81.028	2.676	8.087
10	244B	James, Laurie	1988 Porsche 911	85.054	4.026	12.113
11	219A	Carter, Dave	1973 Porsche 911T Targa	94.306	9.252	21.365
4S - '986 Boxster and Boxster S up to 2004, 914-6' Total Entries: 5						
1T	59A	Donkin, Alan	2003 Porsche Boxster S	75.747	[-]6.178	-
2T	207B	Cooper, Thomas	2003 Porsche Boxster	81.925	6.178	6.178
3	214A	Pope, Geoffrey	2000 Porsche Boxster S	83.316	1.391	7.569
4	207A	Cooper, Gary	2003 Porsche Boxster	83.511	0.195	7.764
5	84A	Rappel, Ron	2001 Porsche Boxster	92.427	8.916	16.68
4R - 'Class 1-4 on R compound tires' Total Entries: 1						
1T	61A	Aubin, Bill	1984 Porsche 944	72.408	-	-
5S - '987 Boxster and Cayman (Not S or R)' Total Entries: 4						
1T	80A	Eckhouse, Noah	2007 Porsche Cayman	76.669	[-]2.733	-
2T	80C	Dwyer, Jonathan	2007 Porsche Cayman	79.402	2.733	2.733
3	606A	Mullins, Robert	2005 Porsche Boxster	79.438	0.036	2.769
4	767A	Rieder, Chris	2008 Porsche Cayman	82.04	2.602	5.371
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' Total Entries: 9						
1T	531C	Braun, Matthew	2008 Porsche Cayman S	68.763	[-]1.542	-
2T	531B	Baker, Rachel	2008 Porsche Cayman S	70.305	1.542	1.542
3T	969A	Fenwick, Nigel	2008 Porsche Boxster S	71.956	1.651	3.193
4	20A	Seymour, William	2010 Cayman S	73.165	1.209	4.402
5	42A	Lewis, Mark	2014 Porsche Cayman	74.528	1.363	5.765
6	49A	Johnson, Jeff	2009 Porsche Cayman S	75.556	1.028	6.793
7	696A	Fenwick, Susan	2008 Porsche Boxster S	76.596	1.04	7.833
8	42B	Lewis, Ryan	2014 Porsche Cayman	79.704	3.108	10.941
9	768	Rodewald, Russ	2008 Porsche Cayman S	80.2	0.496	11.437

Pos.	#	Driver	Car Model	Total	Diff.	From 1st
7S - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS' Total Entries: 5						
1T	25A	Mazzariello, Jeremy	2012 Porsche Cayman R	70.709	[-]5.570	-
2T	809A	Galejs, Robert	2014 Porsche Cayman S	76.279	5.57	5.57
3	6A	Migliore, Joe	2013 Porsche Boxster S	77.137	0.858	6.428
4	231A	Cunha, Steve	2014 Boxster S	78.029	0.892	7.32
5	289A	Foster, Greg	2005 Porsche 911Turbo S	81.914	3.885	11.205
8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)' Total Entries: 5						
1T	31A	Tabenkin, Lev	1996 Porsche 993	72.133	[-]2.013	-
2T	124A	Fox, James	1997 Porsche 911 C2S	74.146	2.013	2.013
3	162A	Jacobsen, Robert	1995 Porsche Carrera	77.397	3.251	5.264
4	32A	Champagne, Glenn	1999 Porsche 996	79.155	1.758	7.022
5	14A	Fruh, Art	2005 Porsche 911	85.61	6.455	13.477
9S - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2' Total Entries: 4						
1T	563A	Walker, Aaron	2004 Porsche GT3	69.758	[-]5.728	-
2T	975A	Gallinaro, Andrew	2005 Porsche 997 S	75.486	5.728	5.728
3	563D	Perazone, Angela	2004 Porsche GT3	81.084	5.598	11.326
4	163A	Buckley, John	2007 Porsche 911 Turbo	88.015	6.931	18.257
10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' Total Entries: 10						
1T	631A	Wong, Ed	2016 Porsche GT4	68.863	[-]0.965	-
2T	10A	Moschella, Ed	2016 Porsche GT4	69.828	0.965	0.965
3T	360A	Davis, Alan	2015 Porsche GT3	70.3	0.472	1.437
4T	414A	Croteau, Jeffrey	2013 Porsche Carrera S	73.973	3.673	5.11
5	707A	Stroymeyer, Charles	2010 Porsche GT3 RS	74.816	0.843	5.953
6	357A	Ory, Andrew	2016 Porsche Cayman GT4	74.817	0.001	5.954
7	519A	Simpson, Leroy	2013 Porsche 911 S4	91.295	16.478	22.432
8	414B	Croteau, Alex	2013 Porsche Carrera S	DNS		
9	300A	Morang, Charles	2010 Porsche GT3	DNS		
10	412A	Bickford, Michael	2010 Porsche GT3	DNS		
10R - 'Class 5-10 on R-Compount tires' Total Entries: 2						
1T	104A	Kelley, Susan	2007 Porsche 997 C2S	71.742	[-]1.602	-
2	54A	Grasso, Ernest	2006 Porsche Cayman S	73.344	1.602	1.602
Pos.	#	Driver	Car Model	Total	Diff.	From 1st
11 - 'Race and Improved (All Porshces not conforming to Free Modifications)' Total Entries: 4						
1T	887B	Chen, Justin	2007 Porsche GT3 RS	66.636	[-]1.025	-
2T	887A	Lefebvre, Stephen	2007 Porsche GT3 RS	67.661	1.025	1.025
3	75A	Skala, Mark	1970 Porsche 914-6	69.464	1.803	2.828
4	904A	Mochimaru, Akira	2009 Porsche 904 Replica	73.485	4.021	6.849
12 - '356 (all); 912(all), Cayenne, Macan, Panamera' Total Entries: 1						
1T	958A	Pappas, Jake	2013 Porsche Cayenne GTS	DNS		
13 - 'Non-Porsche' Total Entries: 8						
1T	55A	MacAlpine, Rob	1999 Mazda Miata	69.115	[-]1.839	-
2T	242A	Ronald, Jacob	2016 Mazda Miata	70.954	1.839	1.839
3T	221A	Stocker, Marshall	2007 Lotus Exige S	76.425	5.471	7.31
4	103B	Ng, Karl	2017 Ford Mustang	76.913	0.488	7.798
5	710A	Dominiak, George	2015 Subaru Impreza STI	77.909	0.996	8.794
6	666A	Skaubitis, George	2015 Volkswagen GTI	84.668	6.759	15.553
7	666B	Skaubitis, Christine	2015 Volkswagen GTI	85.691	1.023	16.576
8	170A	Lowy, David	2015 Maserati Gran Turismo	93.96	8.269	24.845
Top Time Of Day		Raw time: 66.636	11 887B Chen, Justin			

AX 2016 Sea

Event #1: A. Event #2: ax2
 Event #3: A. Event #4: AX4
 Event #5: AX5

(Qualifying Events: 4, dropped events: 1)

Pos.	Driver	Total Points	Points W/Drops					
				E-1	E-2	E-3	E-4	E-5
1S - '924(all), 914-4, 944'								
1T	Goudreau, Jack	42	36	9	9	6	9	9
2S - '944S,S2, Turbo, 968'								
1T	Halbert, Neil	30	30		9	9	3	9
2	Rouhart, Georges	23	23	9		6	4	4
3S - '911 1965-1994, 930, 928'								
1T	Durham, Nick	42	36	6	9	9	9	9
2T	Canter, Robert	24	21	3	6	6	6	3
3T	James, Steven	18	16	2	4	4	4	4
4	Ryan, Chris	11	10	1	3	2	3	2
5	Bryant, Arthur	7	7	1	2	3		1
6	Frisardi, Tom	4	4	1	1	1		1
6	Murphy, Andrew	4	4	1	1	1	1	
4S - '986 Boxster and Boxster S up to 2004, 9								
1T	Donkin, Alan	33	33	9	9		6	9
4R - 'Class 1-4 on R compound tires'								
1T	Aubin, Bill	45	36	9	9	9	9	9
5S - '987 Boxster and Cayman (Not S or R)'								
1T	Eckhouse, Noah	36	36	9	9		9	9
2	Mullins, Robert	29	25	6	4	9	6	4
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)'								
1T	Fenwick, Nigel	18	18		4	6	4	4
2	Johnson, Jeff	16	15	9	3	1	2	1
3	Fenwick, Susan	6	6		2	2	1	1
7S - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS'								
1T	Mazzariello, Jeremy	45	36	9	9	9	9	9
2T	Galejs, Robert	28	24	4	6	6	6	6
3	Migliore, Joe	16	14	3	2	3	4	4
4	Hollis, Robert	5	5	1	1	1	2	

son Results

(Qualifying Events: 4, dropped events: 1)

Pos.	Driver	Total Points	Points W/Drops					
				E-1	E-2	E-3	E-4	E-5
8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)'								
1T	Tabenkin, Lev	36	36	9		9	9	9
2	Fox, James	17	17	1		4	6	6
9S - 'Turbocharged 911 (993, 996, 997); 997 S/GTS/Speedster; 996 GT3, 991 Base, 996 GT2'								
1T	Walker, Aaron	42	36	9	9	6	9	9
10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4'								
1T	Moschella, Ed	39	33	9	9	9	6	6
2	Davis, Alan	26	22	6	6	6	4	4
10R - 'Class 5-10 on R-Compount tires'								
1T	Kelley, Susan	37	33	6	4	9	9	9
2	Grasso, Ernest	27	24	3	6	6	6	6
11 - 'Race and Improved (All Porshces not conforming to Free Modifications)'								
1T	Lefebvre, Stephen	42	36	9	9	9	9	6
2	Mochimaru, Akira	18	15	4	3	4	4	3
13 - 'Non-Porsche'								
1T	MacAlpine, Rob	42	36	9	9	6	9	9
2	Skaubitis, Christine	4	4	1	1	1		1

NER At Palmer DE

The lead up to our September DE at Palmer was, in many ways, a repeat of the June event. We had an almost identical rocky outlook a month before the event (only 66 confirmed drivers and a waiting list of 27 students on August 22nd) and similar dramatic improvement over the next few weeks. By the time the event started we had 144 confirmed drivers including 44 students with NO ONE left on the waiting list. Clearing the waiting list at this event was thanks to a decent turnout of 36 instructors including 11 who volunteered to take two students at the event. Instructors that took two full-time students at the event were rewarded with an NER DE Bucks certificate worth \$75 towards any future NER event.

Registration was a bit confused Friday morning with several things happening simultaneously. First, and foremost from my registrar's POV, was check in and distribution of run group wristbands. Second, of interest mainly to solo drivers (the Blue, White and Black run groups) was turning in the on-line drivers' meeting cover page and receipt of the prized Orange wristband that let them skip the bulk of the morning drivers' meeting. This is something new that John Dunkle, our new Track Chair, is trying. He sends out a detailed Drivers' Meeting package ahead of time by email to all the solo drivers. They print out the package, read it, then fill out (including filling in the answer to a mystery question) and sign the cover page. That's turned in at registration to receive the aforementioned Orange wristband. Finally, and of interest to all drivers, we handed out FREE event shirts to all registered drivers. These shirts featured the NER logo, Palmer logo and track map on the back and the Homes for Our Troops logo on the front. Homes for Our Troops is our designated charity and we are proud to support them in their mission to build mortgage-free, specially adapted homes nationwide for severely injured Veterans of Post-9/11, to enable them to rebuild their lives.

At the Friday morning's drivers' meeting John Dunkle, in his Track Chair role, announced two newly minted instructors; Igor Prokopiw and Igor Shikh. Both were assigned students for the event. Congratu-

lations to each of our newest instructor development program graduates and I'm looking forward to you signing up and instructing at next year's events.

Though we were able to shorten the first part of the drivers' meeting all important information was covered. This included a "Thank You!" to South Shore Autoworks owner Justin Becker for sponsoring the event. Check out their ad elsewhere in this issue. Sponsorships such as this help a great deal with our ability to provide a quality DE Program for all of our participants.

Pro coach Lee Carpentier, owner of Advance Motorsports Inc., joined us at this event. He conducted classroom sessions for instructor candidates and Black run group drivers on Friday and for the Blue and White run group drivers on Saturday. Lee was also available during the event to solo drivers interested in individual coaching sessions. I hope everyone that was interested was able to work with him.

We had excellent driving weather throughout the event. Warm enough for t-shirts most of the time but not so hot that people were stifling during the runs. We again made a couple last minute schedule changes due to an off-track excursion which necessitated a lengthy cleanup. I think almost everyone got the message this time thanks to the folks working control at the time. These folks went car-to-car for several sessions letting drivers know about the upcoming change. Maybe the speakers will be working better next year so we can get the message out easier.

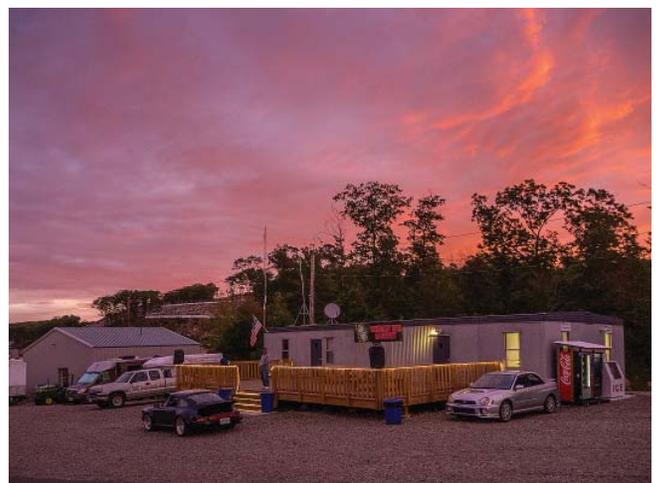
When the track day ended on Friday we had a BBQ dinner catered by Firefly's. St. Louis Ribs, BBQ Chicken, Cornbread, Roasted Corn on the Cob and Tossed Salad, with a selection of desserts (Chocolate Chunk Blondies, Seven Layer Bars and Chocolate Chip Cookies), were on deck for our late summer menu. The food was excellent and enjoyed by drivers, guests and track personnel that attended. It was served buffet-style under the big

tent in the paddock. As the dinner was BYOB beer, wine, soda and water were provided by the attendees. Thanks go to Adrienne Ross, DE Socials lead, for convincing Steve Uliss, owner of Firefly's, to cater the dinner. Steve is a PCA member and I was delighted to see him reengage with us. Firefly's was also the end destination of the Fall Foliage Tour held on October 9th.

Saturday we ran Parade Laps during lunch time with proceeds going to Homes for Our Troops. We raised \$716 in total, mostly donations from parade lap participants with a bit more from a late-to-tech 'fine' and sale of a couple of the NER-PCA bottle openers. (I still have some of the bottle openers if anyone is interested.)

Your stand-in co-Chief Instructors and other designated instructors were very busy with check rides during this event. Congratulations to the following drivers who received promotions during the event. Promoted from White to Black – Pam Mascetta, Pierre Oustino and Chuck Traill; Blue to White – Tom Bigony, Chris Geldmacher, Alex Grilli and Eddie Macaroco; Yellow to Blue – Bob Andrews, Rod Egger, Jim Fox, Andrew Kaufman, Brian Kender, Christopher Nuss, Lucas Sisler, Marshall Stocker and Shervin Yeganeh; and from Green to Yellow – Felipe Avery-Miranda, John Campbell, John Claiborne, Roland Morin, Richard Murphy and Joseph Small.

Our second event at Palmer for 2016 was a rousing success and a fitting capstone to another great year for the NER Driver Education program. Next year we're looking forward to another full set of events. Details will be provided in the Nor'easter and on the NER website as plans are finalized.



Copy and Photos by Stan Corbett

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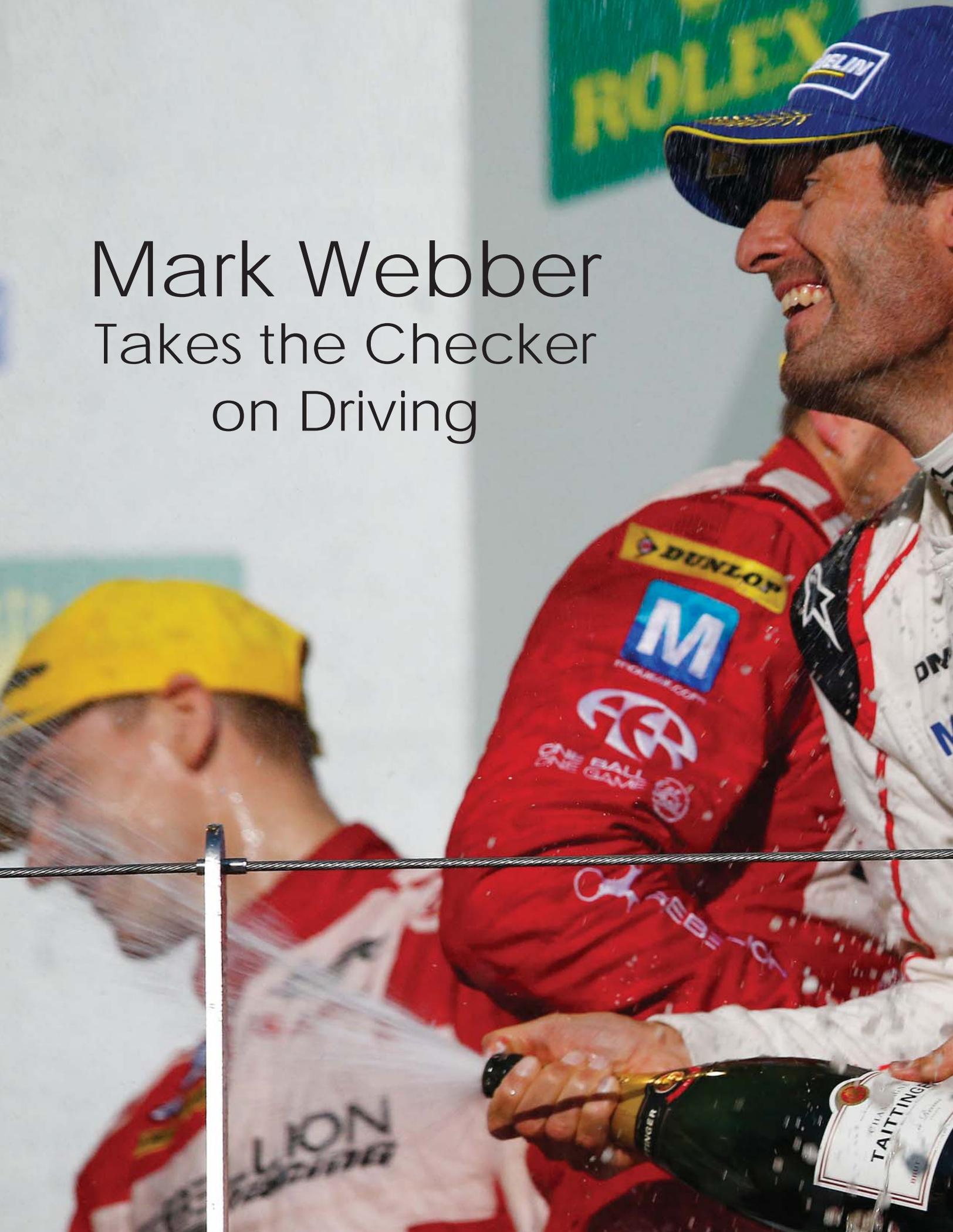
Tech Inspectors for DE Events

Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross@porschenet.com
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Mark Webber Takes the Checker on Driving





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Mark

Mark Webber calls time on his racing career to become Porsche representative

At the end of the 2016 FIA World Endurance Championship season Mark Webber will quit his professional racing career to become Porsche special representative. The six-hour race in Bahrain on November 19 will be the last time the reigning World Champion from Australia will compete as a works driver. Afterwards new tasks await the nine times Formula One Grand Prix winner: 40-year old Mark Webber will represent Porsche at global events and as a consultant will contribute by lending his experience to the motorsport programs of the sports car manufacturer from Stuttgart. This includes talent research as well as driver training for up and coming professionals and the huge number of worldwide Porsche amateur racers. Alongside rally legend Walter Röhrl (69) Webber is now the make's second representative. Both are distinguished by a successful racing career as well as by a huge affinity to Porsche.

"Mark Webber stands for everything what Porsche implies: sportsmanship, power of endurance, straightforward-

ness and focused work for success. He is full of beans and always a thoughtful listener. I want to thank Mark for his great performance in the World Endurance Championship and am pleased he will remain tightly connected to Porsche in the future", says Oliver Blume, Chairman of the Executive Board of Dr. Ing h.c. F. Porsche AG.

Fritz Enzinger, Vice President LMP1, is sorry to see the driver retire from the cockpit. "Already in the important period of building up the program, Mark has strengthened us with all his experience and he seamlessly integrated himself into the team. Behind the wheel he is a fair fighter, never shy of even the toughest wheel-to-wheel battle. At the same time, he thinks strategically and is team orientated. This mixture makes him invaluable as an endurance racer. Winning the 2015 drivers' world championship together with Timo Bernhard and Brendon Hartley almost seemed to be a logical consequence. Also thanks to his performance, we hope to win the world championship titles for manufacturers and drivers again in 2016."

Currently the Porsche Team ranks first in both classifications. In the manufacturers' world championship Porsche leads with

238 points ahead of Audi (185) and Toyota (137). Romain Dumas/Neel Jani/Marc Lieb have a 37.5 lead ahead of the best placed Audi trio. There are still three races remaining.

"I have arrived where I belong", says Mark Webber. "Porsche is the brand I always loved most and the one that suits me the best. The 911 is iconic – it has got elegance, performance and understatement, and is never intrusive. It is just the right car for every scenario." He continues: "I will miss the sheer speed, downforce and competition, but I want to leave on a high and I'm very much looking forward to my new tasks."

Mark Webber has no need to quit his professional racing career. His lap times still top the time-sheets, he remains fit, his experience is priceless and his relationship with his teammates has bonded into lasting friendships. Webber always knew what he wanted after his successful Formula One career. "It was a big change from Formula One to LMP1 and an entirely new experience. But it came at the right time for me. I found I liked sharing a car and the chemistry between Timo, Brendon and me is special and something I'll always remember. It will be strange getting





into the race car for the very last time in Bahrain but for now I will thoroughly enjoy every moment of the remaining races.”

Since 1991 everything in Mark Webber’s life has been dedicated to racing. Karting, Formula Ford, Formula 3, Formula 3000, 215 Formula One Grands Prix including nine victories and 42 podiums in what is the pinnacle of motor racing. In 2013 he found his home at Porsche. As early as in 2015 he became FIA World Endurance Champion, a title he was fighting hard for, together with Timo Bernhard and Brendon Hartley in their 919 Hybrid Le Mans Prototype. 2016 though marks a year of changes in the life of the popular Australian. Early this summer he married his long-time partner Ann, on August 27 he turned 40 and at the end of the 2016 season he will give up with professional racing to take on his new role as Porsche’s special representative and consultant.

Webber is a straightforward man and he’s honest with himself. In his book *Aussie Grit: My Formula One Journey*, published in 2015, he gives a deeper insight into his career. He left his home in Queanbeyan in New South Wales, Australia, at the age of 19 with a clear goal – to further his career as a racing driver in England. He was one of many, and one of those without a sponsor, but he had natural talent. He won the prestigious Formula Ford Festival at Brands Hatch, contested Formula 3 and Formula 3000. He was invited to join the sports car program at Mercedes. The 24-hour Le Mans race was set to be the highlight of the 1999 season. The car and the team were considered favorites. But the car’s aerodynamics were on a knife-edge. Webber’s car launched into a backflip in the qualifying session and again in the warm-up. He survived two dramatic crashes unharmed, but his career seemed to have run out of steam. The page turned, however, with a successful Formula One test drive for the Benetton team, which secured him a test and reserve driver position in 2001.

Webber’s Formula One debut was memorable: he finished fifth in 2002 at his home Grand Prix in Melbourne – with an inferior Minardi. In 2005 he scored his first podium with the former BMW WilliamsF1 team. He celebrated his first F1

win at the 2009 German Grand Prix with Red Bull Racing in his 131st Grand Prix. In 2010 and 2012 he won the Monaco Grand Prix.

After 15 years, it was an older and more mature Webber who returned to La Sarthe in 2014. His incident-packed experience from 1999 seemed far away, but the much wanted victory has continued to evade him: In 2014, as he was driving in second place with only two hours to go when a bang from the powertrain shattered the dream. In 2015, the 919 that he again shared with Timo Bernhard and Brendon Hartley was running in the lead during the first third of the race, only to have a time penalty to relegate them down the field. The trio

launched a charge through the field to claim second place. In 2016 it was a damaged water pump that prevented him and his teammates from winning Le Mans. The biggest triumph was achieved at a nerve-wracking finale in November 2015 in Bahrain: both throttle barrel levers were broken and had to be locked at full throttle. The 919 was only able to finish the race thanks to outstanding engineering performance in the background and a driver sensitivity that looked superhuman. The title was at stake. “To have scored my first World Championship title with Timo and Brendon with Porsche means a great deal to me,” says Webber who never talks about this feat without



mentioning his teammates.

His affinity to Porsche, however, is nothing new. As a teenager he drove a 911, borrowed from a friend, and when he bought his own first Porsche he went straight for a Turbo model. Today the collection includes a 918 Spyder, a 911 R, a GT3 RS (991), a 911 GT2 RS (997), a 911 GT3 RS 4.0, a 1954 356 Cabriolet and a 1974 2.7 Carrera.

Date of Birth: 27th August 1976

Place of Birth: Queanbeyan (AUS)

Nationality: Australian

Residence: Buckinghamshire (GB)

Height/weight: 1.83 m/76 kg

Marital status: married to Ann

Hobbies: Sports, mountain biking, flying

helicopters

Website: www.markwebber.com

Twitter: @AussieGrit

Career

2016 Porsche works driver WEC, LMP1, wins at the Nürburgring, Mexico City and Austin

2015 Porsche works driver WEC, LMP1, Drivers' World Champion with Bernhard/Hartley, 4 wins (Nürburgring, Austin, Fuji, Shanghai), 3 pole positions, 2nd at Le Mans

2014 Porsche works driver WEC, LMP1, 3rd Silverstone, Fuji and Bahrain, Pole position São Paulo

2013 3rd Formula One World Championship (Infiniti Red Bull Racing)

2012 6th Formula One World Champi-

onship (Red Bull Racing), 1st Monaco, Silverstone

2011 3rd Formula One World Championship (Red Bull Racing), 1st São Paulo

2010 3rd Formula One World Championship (Red Bull Racing), 1st Barcelona, Monaco, Silverstone, Budapest

2009 4th Formula One World Championship (Red Bull Racing), 1st Nürburgring, São Paulo

2008 11th Formula One World Championship (Red Bull Racing)

2007 12th Formula One World Championship (Red Bull Racing)

2006 14th Formula One World Championship (WilliamsF1 Team)

2005 10th Formula One World Championship (BMW WilliamsF1 Team)



2004 13th Formula One World Championship (Jaguar Racing)
 2003 10th Formula One World Championship (Jaguar Racing)
 2002 16th Formula One World Championship (KL Minardi Asiatech)
 2001 2nd Formula 3000 Championship (3 wins), Formula One test driver (Benetton Renault)
 2000 3rd Formula 3000 Championship (EFR/Arrows, 1 win), Formula One test driver (Arrows)
 1999 FIA GT Championship (AMG Mercedes, opt out after the Le Mans 24 Hours)
 1998 2nd FIA GT Championship (AMG Mercedes, 5 wins)
 1997 4th British Formula 3 Championship (1 win)
 1996 2nd British Formula Ford Championship (4 wins), Winner Formula Ford Festival Brands Hatch
 1995 4th Australian Formula Ford Championship, 3rd Formula Ford Festival Brands Hatch
 1994 Debut Australian Formula Ford Championship
 1991-1993 Karting



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Four Speeds and Drum Brakes -

continued from page 8

the door early helping set up the pit area and unloading the car. A local chapter of PCA provided cones and timing as the course was set up in the parking lot of a huge shopping mall that had closed. We walked the course and then had a low speed drive through so that folks that don't autocross much could find their way.



As we saw at the East Coast Holiday in Boston in 2012 this is not a competitive group. Of the 200 cars that attended only 36 signed up to run the Autocross and 23 showed up. It did look like Blackie was the only Tub driven in any kind of speed event on a regular basis and easily bested the field. At least I didn't have any kids or grandkids around to beat me this time.

The autocross rapped up early enough that we could participate in one of the Tours set up for a drive and that was done after a trip to Stoddard Vintage Parts in Highland Heights, Ohio. The warehouse is jammed with any part a 356 owner could want or need. Bruce Schwartz has done the Hobby a great service over the years by getting more and more parts produced both here and overseas. I have even helped by sourcing horn rings for B and C cars from a manufacturer on the west coast that I found in the vendor area at a Barrett Jackson Auction years ago.

The next day was the big event for this group. The People's Choice Concours is the big event for this crowd and over 140 cars were displayed. Glenmoor Country Club provided a great venue for display and put on a terrific buffet in the castle for lunch. No box lunches for this crowd. The cars were placed in groups of A, B and C models plus an area for unusual cars like a '62 Notchback with a 911 engine in it. That type of modified car is referred to as an Outlaw. With eight Speedsters in a row I was happy to get

a second place award. Actually it was a third place but because the first two tied for top honors they each got a first and I took home the second. Years from now it will still be just second place.



There was a nice Banquet at the hotel on Sat night where awards were passed out and a band played until well into the night. Great fun. Our group had planned to attend the Swap Meet the next morning in the hotel parking lot and then roll out for the drive home so we didn't stay to close the bar.

Adam Wright of Unobtainium Inc. organized the swap and it was well attended at o'dark thirty. We were packed earlier than expected and decided to see if we could do the 668 miles without an additional overnight stop which was the original plan.

With blue skies and temperatures in the 70's it was the perfect day for a drive. A short stop for a sandwich kept us on schedule and we reached CT with an hour of daylight left which meant that I could make it with only an hour of driving in the dark. I had installed head-

light relays last winter and the lights were plenty bright for 6 volts but a black car as small as the Speedster is like driving a motorcycle. People just don't see you.



Staying in the right lane with slower traffic gave me some protection and I arrived home with no problems. My ears were ringing a bit but the leather straps that cover my ears on the vintage helmet helped reduce that problem. I may look dorky but it works. The numbers showed 31 mpg over 661 miles with an average speed of 53 mph which included two gas stops and that short lunch stop. All in all a terrific trip. I look forward to doing it again next year. I just hope that it's a little closer to the coast.

KTF

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Kristin renewed her concerns about securing an adequate number of auction items for the Gala and is searching for donors. We encourage and members that are willing to donate time-shares, event tickets, or any other interesting items to support our silent auction and help our charitable cause "Homes for our Troops"

The meeting was adjourned at 9:55 p.m. Next month's board meeting is scheduled to be hosted by Alan at a TBD location somewhere near Stow.

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- I like to be responsible or in charge. I'm a planner, a doer!
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VINCE AQUILINO
WESTBOROUGH MA
2008 BOXSTER S

ANKER BERG-SONNE
STOW MA
2004 BOXSTER S

JAY BRESNEHAN
BOSTON MA
2001 911 CARRERA

MICHAEL BRZEZINSKI
ATTLEBORO MA
1974 914 1.8

ROB DIPIETRO
HOPKINTON MA
2009 911 CARRERA CAB

DR. DOUGLAS DOBEN
SWAMPSCOTT MA
2002 911 CARRERA CAB

JONATHAN ENRIGHT
WARREN RI
1999 911 CARRERA

BRETT FAGIN
WESTON MA
1988 911 TURBO

PATRICK FARAH
PLYMOUTH MA
1984 944

BRETT FOSTER
BROOKLINE MA
1976 911 S TARGA

KURT GEERER
PEPPERELL MA
1999 911 CARRERA CAB

DR. GARY GEISSLER
LEXINGTON MA
1987 911 CARRERA

WAYNE GEORGE
MARBLEHEAD MA
1983 911 SC

STEVEN HALL
WELLESLEY HILLS MA
1998 BOXSTER

LUDWIG HANTSON
BOSTON MA
1988 911 TURBO

MATTHEW HARDING
WEST NEWTON MA
2012 911 CARRERA S

PAUL INNAMORATI
HARVARD MA
2016 CAYMAN

ERIC KAGAN
NORTH EASTON MA
2015 911 CARRERA 4S

DALE LABOSSIER
WESTFORD MA
2014 CAYMAN

JOSH MELLO
BOSTON MA
2006 CAYMAN S

JACOB PAPPAS
PLYMOUTH MA
2013 CAYENNE GTS

DANIELLE PEPPARD
FRANKLIN MA
2002 911 CARRERA 4 CAB

ALEXANDER VANNOY
BARRE MA
2015 CAYMAN

DAVID WATSON
BOSTON MA
2016 911 CARRERA S

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