

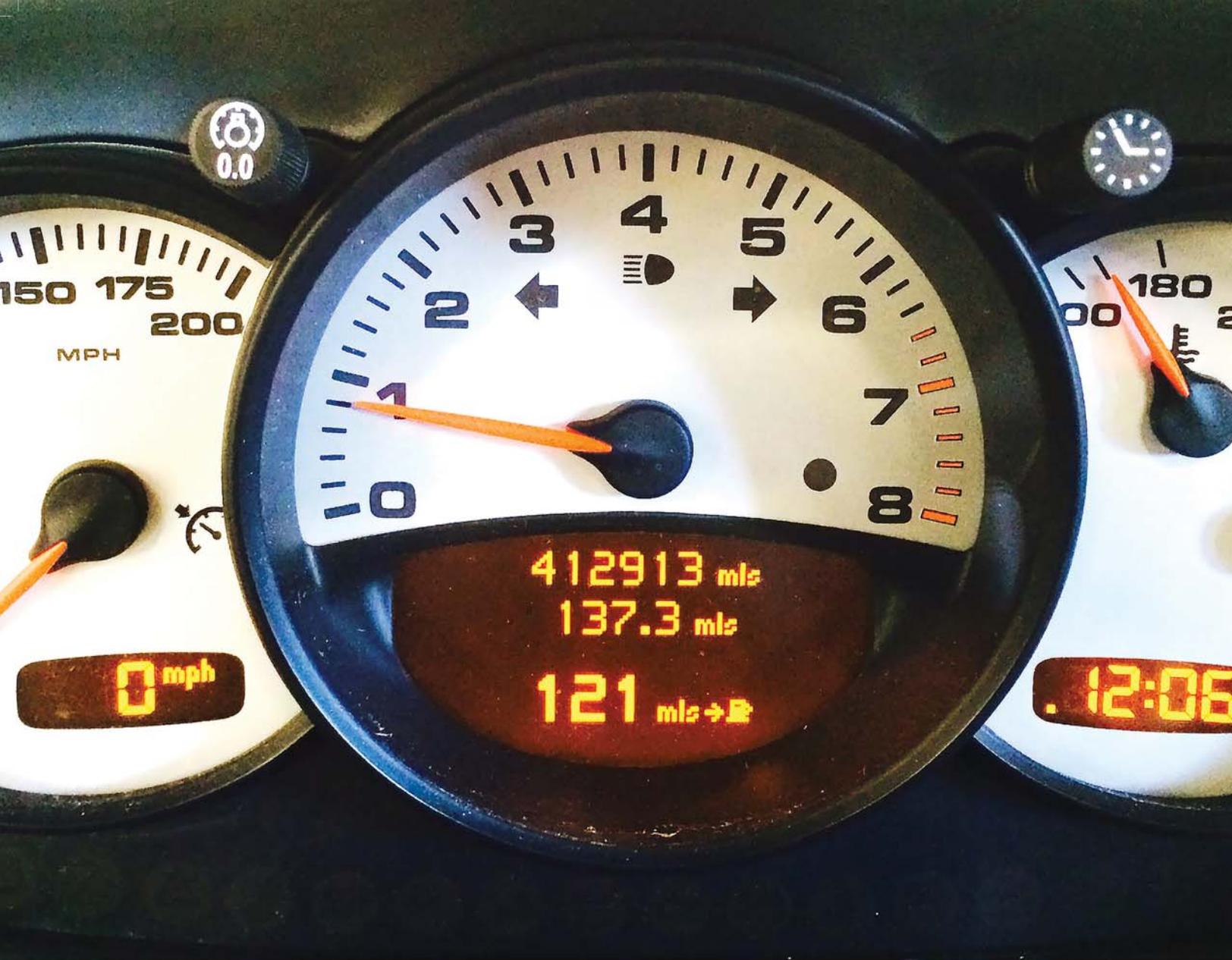


THE NOR'EASTER

SEPTEMBER 2016 SEPTEMBER 2016 SEPTEMBER 2016 SEPTEMBER 2016 SEPTEMBER 2016 SEPTEMBER 2016

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





These days, with Photoshop, CGI and the myriad of ways a photograph can be altered, we believe it is very important to occasionally take a moment and appreciate natural beauty...

The above photograph was taken while Tom's 2003 911 turbo was in for routine maintenance. European Performance Engineering has been caring for Tom's cars since 2009... oh, by the way, Tom's wife's vehicle, a 2004 Cayenne turbo has traveled 310,000 miles... so far. So, the next time your Porsche, car or truck needs maintenance be sure and give us a call. My staff and I would be happy to go "the extra mile" with you.



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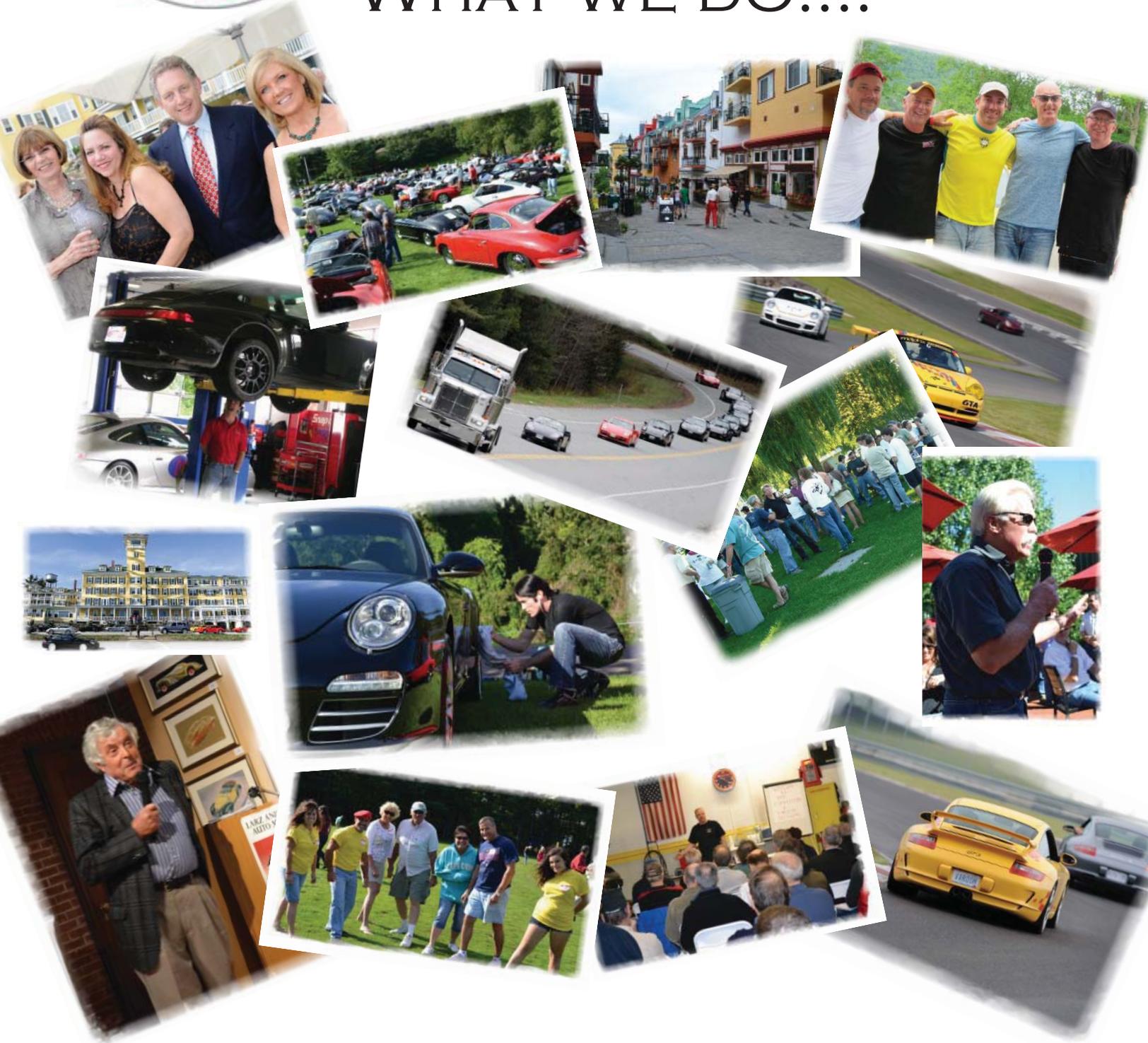
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PORSCHE



WHAT WE DO....



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Richard Viard

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new features, updates and
changes in schedules.

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On the Edge

of Braking



Adrienne Ross

Well, your intrepid editor has pneumonia. So I'm sorry to have missed some of you at some of our more recent events, and I'm sorry the issue for September is a little late. But we got here finally.

I did have a few adventures in the last month, most notably my brakes, I changed them, with a lot of help.

My driving buddy, and all around good guy Brook decided to chase a lifelong dream and move south to the Carolinas. His reasons are his own, but they seemed unreasonable to me, because I would miss him, and our many weird adventures. We'd

"I've never used these before," he said waving them at me, "I'm not sure how they work."

bought a race car together, tried to strip it down, lamented over big life forks in roads, job changes, kids going to college, the struggles of divorce, and of course, and most especially our love of Porsches.

Brook was always a little ahead of me on the car care curve, but was willing enough to walk me through modern car maintenance, and the perils therein. We'd started gently with the oils change. Now that we've done it twice, I'm feeling pretty confident. And so with some ramps, and a lot of tools (OK a few tools) I think I can do that myself, and not get into too much trouble. Besides, Jerry is 3 miles away, how much harm can I come to right?

But now it was time for my brakes, and in typical "us" fashion, we talked about finding a time to get together, and that conversation went on for months. With his needing some time to get everything together to move, I decided to seek help elsewhere, and brought up my brake problem at a PCA board meeting. Our illustrious Secretary and I were discussing track time over dinner.

"Jerry said he wouldn't tech my car again with those rotors..." I said.

Alan stepped right into the gap. "Oh brakes? No problem! We can do them in one evening."

And with slightly more alacrity, Alan and I set out finding some time.

In the meantime, Brook also got back to me with a date. "But we can't do it all in one go." He hesitated. "Maybe the oil and the pads one weekend."

I pondered, and thought it would probably be best not to burden one or the other of them with all 3 tasks. So I agreed with Brook to just do oil and pads, and I'd do the rotors with Alan (and Chris Ryan – also of AX fame – whom he volunteered).

Up I headed to NH to Brook's, and with some no nonsense precision, we had my car up on ramps and draining the oil out.

I pulled out the new brake pads, and Brook pulled out the spreaders. "I've never used these before," he said waving them at me, "I'm not sure how they work."

We got the wheels off the front, and what should have been an exceptionally easy task, was taking 10 minutes. We could not figure out how to get the pads separated from the calipers. There seems to be these unexpected posts locking them in.

We wrestled, we collaborated, we even tried a little force. Brook had never seen anything like it, and I was frustrated that it was taking up so much time. He went to get another manual from inside the house.

And then it dawned on me. I had Pagid Blacks on the car (racing brakes), and racing brakes, if you're not familiar with them, make a noise quite similar too, yet somehow louder than, a freight train stopping, with a screech you can hear for miles. It's REALLY embarrassing to pull up to a light in your beautiful black Porsche Cayman, and people are only looking to see what the HELL that God AWFUL noise was.

I had asked Jerry to do whatever he could to cut down on the noise. He had put in dampeners. I had no idea what

that was, but I realized that it wasn't just brake pad in my calipers.

I grabbed my phone with filthy hands, and crouched next to my wheel, I searched YouTube for "brake dampener removal" and sure enough a picture of a Porsche wheel greeted me. I hit play.

The tutorial walked me right through it. There was a pad with 2 cylinders that inserted themselves into the caliper that was glued on to the back of the pad. You have to pry the dampener off with a putty knife first! Then you can pop out the pad, and the dampener comes out of its little hidey-hole.

WHEW! After that it was a few minutes per pad, and we were all set.

A few weeks later I headed to Chris Ryan's for the use of his lift, and to put the new rotors on. Alan met me there, and the three of us set right to work. There was chatter about hard line brakes (you have to brake the lines, snap them in some cases), brakes sensors, (pulled back and tucked away since I had race brakes on), and those little screws that seize, or bust or what have you.

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In This Issue...

Welcome!
Summer sure is going fast! We've been hanging out with our fellow Porschefiles on and off the track.

There are stories this month about Auto Cross, and of course last month's Sobo.

Every year the Board of Directors of the Club has spaces to fill. As a member for 6 years, I can tell you it's a fun, worthwhile efforts, and I encourage you to sign up to volunteer. There's no better way to get to know folks in the club.

There's a notice, and it's mentioned here and there that EPE has been hacked. If you've been trying to get a hold of them, please just call, their number is inside the front cover.

Enjoy the Issue!

One Track Mind

The Reviews Are In



Dick Anderson

"All of you guys running this PCA event are to be commended, I have been so impressed by the commitment to safety and community. I brought my brother to drive @ Palmer and my son this past weekend at the Glen. They too are amazed at how organized the track time is and the clarity and effectiveness of the classroom and in car instruction is. They were able to get up to speed quickly and enjoy the sport thanks to the great instruction."

"Dick, just submitted my review. But have to say you guys put on an amazing event

Finally, don't forget that we have an open search underway for some new Board of Directors positions for 2017.

every time. The whole organization is outstanding and the instructors are excellent. Thank you for allowing me to be a part of your event. It was well run!"

"Thank you so much for a great event. It was a long drive from New Orleans, but it was worth it. Watkins Glen is a great course and you guys did a great job hosting the event. You adjusted well to events that were not under your control (the crash and the giant oil spill). You were also very receptive to my needs as a student and I think I made some big advancements as a result. I doubt we will be up to Watkins Glen again because that was a very long drive. But I do hope I get to see you or some of the other NER's at my home track in New Orleans at NOLA Motorsports."

"NER has the best looking instructors of any region!!!"

Ok, I made the last one up; HOWEVER, the others are but some of the positive comments lifted from responses to my eMail requesting evaluations of students and instructors after our Watkins Glen International DE event. Last month's column talked about what a friendly club we run and this month's about how good our in-

structors are and how well out events are run (and I haven't even included the verbal compliments I received as I walked around the paddock and garage!). Man, did I become Prez at the right time or what? I wish I could take credit for our apparent rise in popularity but it's really due to the efforts of our board members, committee chairs, instructors and other volunteers. They run the club, I sign the checks (or would, if any of us got paid).

And, while we're on the topic of WGI, what a potpourri of cars. In no particular order, there were assorted Porsches including a couple of GT4's and a Panamera, two Lotuses, a Tesla, a couple of Corvettes, two Vipers, two Camaros, a number of Bimmers, a Mustang, an Aston Martin, a Mini and a Radical! We are a diverse bunch in our automobile selection!

Further on WGI, the weather forecasters did their best to discourage participation in this event but HA, HA, they blew it again! Only one serious thunderstorm made its way on to the track and it was very late in the day and had more impact on dinner than on track time. The resultant rainbow over the track provided a perfect setting for our dinner at The Glen Club. Smiles all around.

I mentioned last month that I would report on our excursion to the new track in Canaan, NH. Stan has compiled all of the feedback from our participating instructors but our next Track Committee meeting isn't scheduled until after this column has been submitted. So with apologies, we'll report on it next month.

Watching the Olympics has reminded me of our NER competitive spirit. For those of you want to continue to stretch yourselves a little bit, we still have four more autocross events (two with NER and two more with NCR) and two more DE events (one each with NER and NCR) before our region's season ends.

For those of you who enjoy a more relaxed pace, Charlie Dow has planned a Fall Foliage Tour for October that

traverses the wilds of metro-west and culminates with a BBQ buffet at Firefly's in Marlborough.

Finally, don't forget that we have an open search underway for some new Board of Directors positions for 2017. If you have skills that you'd like to offer to our club, please read the ad that appears in this issue and respond to Kristin Larson. Remember the pay's lousy (there is none), the pension and healthcare benefits? Well, there are none of those either. The upside, however, is that you have a great excuse to spend your free time participating in a sport you love with people who share your interests. We're all in it together and we all have fun. What could be better?

See you next month.

Four Speeds & Drum Brakes

In the Heat of Summer



Tom Tate

We have had an unusual summer in New England with high temperatures accompanied by high humidity. There have been examples of both in the past but not for as long a period. The standard reply to complaints of weather in our region is just "wait a day and it will change". Not this summer. Maybe it's just age but I seem to be less tolerant of high temperatures than when I was younger. That prompts me to look back at what we used to endure years ago without a whimper.

By the time our family left southern California in the '50's we had made many

By 1962 Porsche had designed a fresh air system that brought in air from a grill in front of the windshield.

road trips to the Midwest to see family. These nonstop drives were almost always done around the Christmas holiday so high temperatures were never a problem but I do remember seeing cars in the Mohave Desert where it was always hot with canvas water bags on the front hood of the cars and those strange round cylinders hanging out the passenger windows that my Dad said were air conditioners. They had water inside them and as the car drove down the road, air was forced into the chamber, passed over a moist screen inside and blew cool, or cooler air inside. I don't know if they actually worked, we never had one. We just drove through the desert with all the windows open.

I got my driver's license in Kissimmee, FL and my first car was a '58 VW beetle called Pumpkin because of the color. What that car had for ventilation was windows. There was not a single fan in the car to move air except the engine fan that was used for cooling the 36 horses in the rear. That fan only produced hot air and even that was

only useful when the temperature was 40 degrees or higher and was certainly not used in summer. In fairness, I should note that the bug did have what was called wind wings in both doors. They were small movable triangles of glass that when opened and turned to point into the car would set up a real gale but they only worked when the car was moving. I remember that James Dean had a car with wind wings in Rebel and he drove with his left arm out the window coming back through the open wind wing with his hand holding the steering wheel. I tried to do that in my VW but I couldn't drive the car like that. I always wondered how he did that but then he was cool and could do anything.

While there weren't the traffic jams that we have today, I can still remember sitting in that VW at a red light in summer, not moving, with sweat running down my back. That was just what everyone did back then and it didn't seem all that bad. Just think about driving a car now in central Florida through the entire summer with no air conditioning. I think that most of us would skip the trip to see the Mouse if it had to be done in a car with no AC. We didn't even have the good sense to have water in the car to drink, after all there were no cup holders anyway.

In the early '60's we moved to the Washington DC area and it seemed that the summers were even worse than central Florida. Moving up to a Porsche brought the same design and total lack of any kind of fresh air ventilation. The first 356A that I had did have a sliding steel sunroof from the factory and that helped a little but again, only when it was moving. I don't remember that anyone ever really complained

about the heat back in those days, we just considered it something to deal with. Our parents did have AC in their cars, a Pontiac Bonneville and a Buick Electra, but as kids we only got those keys on special occasions, like the Senior Prom. By then houses and apartments had air conditioning as did nearly all businesses but Porsche didn't seem to think it was that important. Rumor had it that a company in Texas had come up with an AC unit that could be installed in a 356 but I never saw one in person, only pictures. The evaporator was mounted under the rear window and blew cold air to the front seats reducing the need for plumbing to go all the way to the front of the car. A decent design but when used it was said that the compressor used almost half the horsepower the four cylinder put out so most owners wouldn't even consider AC as an option. Besides we were tough, we didn't need air conditioning.

By 1962 Porsche had designed a fresh air system that brought in air from a grill in front of the windshield. The air could be directed either to the windshield or to the floor with a lever on the dash but without a fan of any kind the car had to be moving for it to work. The Factory did offer a fresh air fan for the front compartment as an option at a cost of \$12 but I never knew

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The Long and Winding Road

Old Rockin' Chair Got Me

Rosemary's 2012 Honda Odyssey needs brakes. (Before I go negative, let me first wax rhapsodic on mini-vans. Why anyone who doesn't need a 4-wheel drive vehicle would drive an SUV is beyond me. Despite living in a geriatric 2-member-only household I am completely committed to a mini-van. Six adults can ride like kings/queens, 27 mpg at 75 mph, the proverbial 4X8 sheet of plywood fits inside with the middle row seats taken out and it would easily beat one of my Porsches on the track - does 0-60 in 7.9 seconds according to my Aim Solo and the handling ain't bad. In 65,000 miles all it has needed are tires so

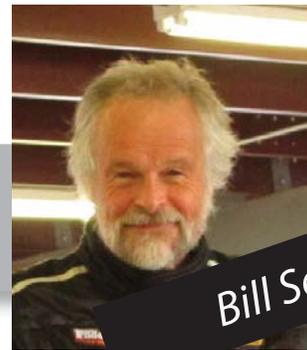
On a sportier note, the Jamaican Bakin' Team has only one more Lemons/Chumps/AER race this year...

the cost, not including gas, is only about \$4,000 a year given what we paid for it and what KBB says it is worth now.) But the brakes are a weak point. The front brakes shudder on a medium hard stop from highway speed (Berman and Mascetta - go over in the corner and debate whether this is a warped rotor or pad transfer, I don't care which it is, it is just annoying). And the rear brake pads wear out before the fronts. OK, getting 65,000 miles isn't that bad but I was surprised that the rears went first until I looked at them - they are smaller than the rear pads on a Miata (which weighs less than half of the 4,500 lb. Ody). But now we come to the point: I can buy the parts for \$350 and do it myself or pay \$750 and have it done. Even with my minimal wrenching skills this is a very doable job (as proven by the umpteen youtubes showing exactly what to do). With no lift and no fancy impact wrenches it would take me a while but I think I could beat the \$100 an hour mark (i.e. I could

do it in less than 4 hours and it would save me \$400). And I can't say that I'm so busy that this would cut into some other important activity that I need to complete. So why am I leaning towards paying someone else to do this? If this were the Cayman, I would do it myself. But note that I just paid \$200 to get the Odyssey detailed and the next day gave the Cayman it's annual thorough clean up. Is it because the hourly savings rate on the detailing (probably \$50 an hour or lower) is inferior or is it that there is no connection between me and poor utilitarian Ody, no matter how fine a vehicle I think she is? Or am I just getting (even) lazier in my dotage?

On a sportier note, the Jamaican Bakin' Team has only one more Lemons/Chumps/AER race this year: the October Lemons race at New Hampshire where we will use the Miata. There are only a few small items to do in preparation for this and the "over the winter" work on the Miata will also be light - maybe new bushings, wheel studs and an aero tweak. Plans for the BMW, however, are under debate and likely to be extensive. The most dramatic of these is an engine swap from the current 2.5 litre to a fancy 3.0 motor (expecting a power increase of more than a third). Also likely is replacing the rear sub-frame with one that allows suspension adjustment, a new (used) transmission and differential, wider rims and a rear wing. And maybe putting the front brakes we took off (too much brake) back on (maybe will need them with the new engine). Ah, the slippery slope gets steeper and slippery-er.

Finally, let's end on a nice "it's not just the cars, it's the people" PCA note. During the week that included the August Palmer NCR DE Rosemary and I were hosting a "Fresh Air Kid." This is a program that takes kids from one of the five boroughs of NYC and sends them to the leafy suburbs so they can get, well, some



Bill Seymour

fresh air (and a widened perspective). My part in widening our 12 year guest's perspective was teaching him two mandatory skills (how to play poker and ride a bicycle) plus introducing him to the all-important sport of Driver Education. Elijah and two other Fresh Air Kids (staying with friends of ours) came to Palmer on Sunday. NCR Track heads Pat Mahoney and John Lussier arranged to allow the kids to take parade laps during the lunch break and recruited volunteers to take them around the track (quickly getting more volunteers than needed). The kids got to ride in a race-car older 911, a new Turbo Cab, a Lotus Exige, a Viper and, of course, a GT3. Thanks to those volunteers. Elijah said it was the highlight of his visit! (But, being a pretty smart kid, I suspect he'll make more money with the poker skills.)



Letter to the Editor

It's the People

Over the more than 25 years of PCA membership, I have been blessed with so many "It's The People" experiences. Today was another.

I have always had a great fondness for the Porsche 356 and anxiously look forward to Tom Tate's monthly article in the Nor'easter. Yet, until today, I had never had the pleasure of riding in a 356. So, recently I wrote to Tom and shared my background and my desire to ride in a 356. He introduced me to Jeff Leeds who lives in Andover as well and asked if Jeff would give me a ride in his 1963 gorgeous Super 90 356. Today, Jeff came over and we discovered that we actually knew each other but had lost touch over time. So, as is so true for so many of our club members, Jeff shared his love for his car with me via a very pleasant ride.

Since Jeff had yet to experience travel in an all electric car, I reciprocated by taking him for a ride in my Tesla Model S.

Besides sharing rides in our respective cars, we reestablished contact and spent a couple of hours talking about cars, PCA, and our mutual Porsche loving friend.

I am sharing this with you because it is so emblematic of the many ways the great folks in PCA share their time, energy and passion for our cars.

From my perspective, you may share this in any way you deem appropriate with the proviso that you seek and receive permission from both Tom Tate and Jeff Leeds as well.

Thank you Tom and Jeff for making and old guy's wish happen.

Donato DeNovellis

Happy PCA Anniversary!

Forty-Five Years

Elise P. Watts

Ten Years

M Robert Sandfort

Thirty Years

E Steven Reilly

John E. Kaufmann

Steven C. Carhart

Twenty Years

Jeff Cedrone

Edward H. Fitch

Five Years

John M. Palmer

Gary G. Verrill

Chris Clifford

Ben W. Macpherson

Robert Makar

Mark A. Hutker

Fifteen Year

Frank S. Lazgin

Hal R. Tovin

Sign Me Up

Keep Learning



Steven and Laurie James

Last month I mentioned I was going to Watkins Glen after a few years absence. The other important news was Laurie was going to drive for the first time. For the spouses, of DE drivers, some are right there co-driving and are great drivers, and club instructors. For others track driving isn't on their bucket list.

After 14 years in NER, pursuing DE events, then other years Autocross, a few Concours d'elegance and many social gatherings..I was cross training in all NER the activities. What was different as I started pursuing DE driving events,

I could see my coaching was not going to be the answer. That was confirmed when Laurie mentioned, I was psyching her out... so... I needed to back off.

was the time invested learning and wrenching on my car, learning to bleed the brakes, R&R pads... adding a few performance tweaks here and there.

This year after past several seasons of auto cross trying to figure out the S-3 class, I started to plan for adding few more DE days. Last year Lime Rock, this year Watkins Glen and hopefully a few more if I can fit them in to balance work and play. DE was more in my wheel house, and I enjoy it..

What changed this year, Laurie had been developing her AX skills and with a little encouragement from a few NER members she made the decision to drive at Watkins Glen. At first I didn't see that coming. Sort of like making steady modifications to your car, then one day you realize whoops " this is now a track car". This year, Laurie was more comfortable and willing to try a DE; I just didn't anticipate it.

Was I concerned, yes, not because Laurie was not capable, I just imagined a more intense interest in the mechanics

of the car and driving on the track. A discussion on starting with NHIS or Lime Rock not WG.

That was my head trash, so after a week thinking about how to help, I made up a basic training guide with track notes from the NER website and copied the WG elevation map out showing my shift points I posted in my old trailer. I remember when I started how I studied those track notes; today you can use YouTube to tour the course at speed, from almost every type of car. Even with media you can't feel what it's like to drive the bus stop and then the carousel through the toe of the boot where the track elevation drops 10 stories.

After a few sessions with me standing in front of the big screen, as the YouTube played, I could see my coaching was not going to be the answer. That was confirmed when Laurie mentioned, I was psyching her out... so... I needed to back off. I turned the training over to others.. and it worked out fine...

Laurie wrote up her experience so I will let her tell about the details. We had an action packed and tiring three days at Watkins Glen. Laurie had a great time, thanks to the NER track committee, club members and especially her instructor Dave Berman made this a great DE experience.

Of course at the end of the event, my trailer had a damaged tire and would have complicated a late drive home, In minutes we had helpers and several spares offered, Nick Shanny's fit perfectly and we were on our way in minutes...

What's next? More DE days for Laurie; yes there will be more...you never know she may start shopping for cars.

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Don't Lift

Too Much Glen? Never!



Stan Corbett

Is it possible to get too much of Watkins Glen? I don't think so. After attending the Zone 1 48-Hours in May I've been back to The Glen twice more in August. Carie and I met our good friends Joe and Julie Billmaier out there the first weekend in August. Joe and I attended all four days of the NASCAR races including the K&N series Bully Hill Vineyards 100 on Friday, the Xfinity series Zippo 200 on Saturday and the Sprint Cup Cheez-It 355 on Sunday. Four days of practice, qualifying and racing at The Glen is hard to beat! Notable items: The infield is filled

I am staying on the Track Committee as DE Registrar and will be working with John to transition all the bits and pieces he will be doing in the future.

with hundreds of campers from tents and pop-ups to rigs that run easily into six figures; you can stand REALLY close to the track and the sound from a pack of NASCAR racers reaches the level of pain – earplugs are a must; though they skip The Boot (the NASCAR course is a mile shorter than the full course we run during DEs) they race on any surface that's paved, and some that aren't; and, I think they break EVERY DE rule we ever thought of! On restarts especially as the field goes through turn 1 and heads for turn 2 there are frequently several cars on the outside of the rumble strips track left (that would be considered 4-off in a DE and earn you a visit to the Black Flag Station to be queried as to the cause of your infraction). Lots of noise, lots of racing and lots of FUN!! We drove home on Monday after the races then, a quick catch-up with family and a pile of mail, finish prepping for our DE back at The Glen, and I was back on the road to The Glen Thursday morning for NER's next-to-

last driving event of the 2016 season.

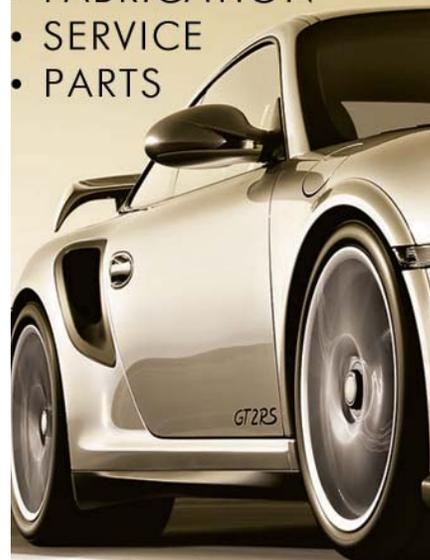
We missed holding an event at Watkins Glen last year due to the track repaving that followed the 2015 NASCAR race. This year our Watkins Glen event was held August 12-13-14, a week or so earlier than our traditional late August dates. This was, for me, a significant event as it was my last as the NER Track Chair. John Dunkle picks up those duties starting with our September DE at Palmer Motorsports Park. I am staying on the Track Committee as DE Registrar and will be working with John to transition all the bits and pieces he will be doing in the future. (Still haven't told him he has to write a monthly column. Guess I'll break that to him next week at the NER Board Meeting. Hee, hee ;)

I believe you will find a write-up about the event at The Glen, not written by me, elsewhere in this issue. Here are a few items from me (I couldn't resist). Friday afternoon we had a dinner after the track went cold at the Glen Room which overlooks the esses. There were 93 drivers and guests in attendance and I think everyone had plenty to eat and enjoyed the opportunity to visit with friends old and new. We had a little rain on two afternoons. The first came right at 4:30PM as the track went cold and the last couple cars were coming onto pit road. Now THAT'S timing! The second was Sunday mid-afternoon and hardly dampened the track enough to take the edge off everyone's enthusiasm. We had a very good turn-out for the event with 153 drivers confirmed for the event. As expected, NER members made up at least half the field with NCR second and good turnouts from Down East, Connecticut Valley and Hudson Valley regions. There were also drivers from Metro NY, Mid-Ohio, Niagara, NNJR, Potomac, Rennsport, Riesentoter, and St. Louis PCA regions and several drivers from BMWCCA. Most of us drove our favorite Porsches (about 75%). Other marques

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continued on page 34

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by Marcus Collins

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

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In 2013 in Lexington, in a competitive offer situation, less than 5% of successful offers used the listing agent.

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Newsweek Top High Schools 2014

AMERICA'S TOP HIGH SCHOOLS
• 2014 •

Newsweek magazine recently published a ranking of the top 100 high schools in the country. What are the many factors that go into this ranking? And how can you use this information to your advantage?

Newsweek Top High Schools

Number of Schools in Top 100

1-5 6-10 11-15 16-20 21-25 26-30 31-35 36-40 41-45 46-50 51-55 56-60 61-65 66-70 71-75 76-80 81-85 86-90 91-95 96-100

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

Should buyers delay until 2015?

Over the last few months, we've seen a significant increase in home sales. But many of these purchases are being made by investors, not homebuyers. This means that the market is being driven by investors, not homebuyers. This is a concern for homebuyers because it means that the market is being driven by investors, not homebuyers. This is a concern for homebuyers because it means that the market is being driven by investors, not homebuyers.

1. Will we see more sales in 2015?

2. How many homes are for sale?

3. How many homes are sold?

4. How many homes are under contract?

5. How many homes are in escrow?

6. How many homes are in closing?

7. How many homes are in possession?

8. How many homes are in the market?

9. How many homes are in the pipeline?

10. How many homes are in the works?

11. How many homes are in the ground?

12. How many homes are in the air?

13. How many homes are in the sky?

14. How many homes are in the clouds?

15. How many homes are in the rain?

16. How many homes are in the sun?

17. How many homes are in the moon?

18. How many homes are in the stars?

19. How many homes are in the planets?

20. How many homes are in the universe?



If you, as a seller or as a buyer, are currently under a written contract to use another broker exclusively then please disregard this notice. It is not our intention to solicit other real estate broker's clients. We are happy to work with them and cooperate fully. ©2011 Coldwell Banker Real Estate LLC. Coldwell Banker is a registered trademark licensed to Coldwell Banker Real Estate LLC. An Equal Opportunity Employer. Equal Housing Opportunity. Owned and operated by NRT, LLC.

Drivers Education Schedule

2016 Calendar At-A-Glance

September

- 1 - Cruise Night @ Gillette
- 3 - NCR AX #4
- 14 - Board Meeting
- 15 - Cruise Night @ Gillette
- 18 - NER AX #4
- 18 - SoBo
- 23-24-25 - DE @ PMP (NER)
- 29 - Cruise Night @ Gillette

October

- 2 - Concours D'Elegance
- 8 - NCR AX #5
- 9 - Fall Tour
- 9 - Porsche Day at LAAM
- 12 - Board Meeting
- 13 - Cruise Night @ Gillette
- 15 - NER AX #5
- 15-16 - DE @ NHMS (NCR)

November

- 9 - Board Meeting

December

- 14 - Board Meeting

2016 Driver Education Schedule:

Registration

Pricing*

Event Date	Days	Track	Host	Open Date	Student /Solo /Instructor
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 website

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

Contact Information:

Northeast Region (NER)
www.porschenet.com

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

Track URLs

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

Registrar

Stan Corbett – 774-275-1621
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

2016 Fall Tour

October 9th

The fall foliage tour will start at Alpha Cars on Route 111 in Boxboro. (Its about a mile inside Route 495)
Plan to arrive at 9:30 A.M. to sign in and collect your clues before the briefing.

Alpha Cars services high-end foreign cars and is also the largest Russian motorcycle dealer in the U.S. They would like to have us take a look around.

The route will be approximately 50 miles long through Metro West and will end up at Fireflies on Route 20 in Marlboro where a Sunday barbeque buffet will be available for \$18.95 per person.

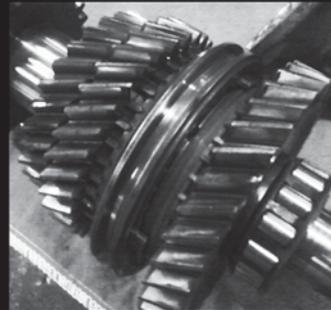
Please register on line so we can get a count of who is coming so Alpha Cars and Fireflies will be able to prepare for us. There is no entry fee for the event.

Any questions - call Charlie Dow at 978-443-2672 or e-mail crd968@Verizon.net



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NER at Palmer Motorsports Park

Sept. 23-25th

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

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

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

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

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

Solo Drivers: \$500

Instructors (Red run group): \$260

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

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

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

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

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NER 2016
CONCOURS
D' ELEGANCE
Sunday, October 2nd 2016

CONCOURS D' ELEGANCE

Have you ever entered a Concours? NER makes it easy with different classes of competition. Maybe you just want to mingle, enjoy the afternoon and have a picnic. Last year, over 100 Porsches were registered for the Concours, plus plenty of "visiting" Porsches, not to mention the occasional Lamborghini, Ferrari and classic MG. The grounds at the Endicott estate are always great for a picnic.

We are seeking 20-30 volunteers to help with parking cars, collecting money, runners and judges; so please plan on helping. A portion of the event proceeds will go to support the Club's charity; Home for the Troops.

This year's event will have 10 judging classes with awards to the top three scored cars in each class. The classes include a 356 Class, a Boxster/Cayman Class, a 991,996 & 997 Class, a Panamera/ Cayenne/ Macan Class, a 914, 928, 944 & 968 Class, a 914 Class, a 911 & 912 Class (1965-1973), a 911 & 912 Class (1974-1989), a 964 & 993 Class and new this year; a Race Car Class. Additional awards will be given by the judges to Display Only cars which attend the event.

This year we'll be at the Endicott Estate 656 East St., Dedham Mass. on October 2nd. The gates open 7:30am

Registration will be available online by mid September. Further information and contacts will be available at Porschenet.com Questions email Steve at slr944@aol.com

CLASSES

We will also have complete info including new classes and examples of the score sheets on the website by mid-September.

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Auto Cross #4

Sunday, Sept. 18th

Sponsored by

AUTOBAHN PERFORMANCE, INC.



The fourth event of the 2016 NER Autocross Series is Sunday September 18th at Fort Devens.

This is the next to last event of the season and likely to be the best weather: not so hot as the beastly July events and before it turns so cold that you sit in your car with the windows rolled up.

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!)

Entrants will get as many as 12 (record is 14) individually timed runs and be eligible for awards. The top three drivers in each class will be presented with an embossed pub-style pint glass suitable for micro-brews and bench-race-bragging (beer not included).

You must sign up online by midnight, Wednesday Sep. 14th on pcaner.motorsportreg.com

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

You will be required to perform a work function during the day as part of the event. And you must stay for the whole day which could last until 5pm.

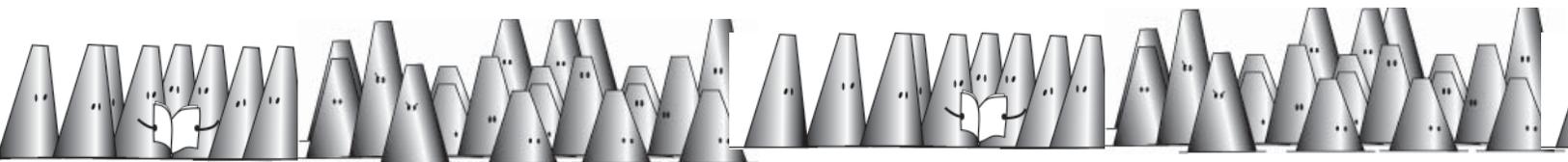
The cost for the day is \$50 for members, \$60 for non-members.

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 event. Questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact the AX 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 map address is 90 Fitchburg Rd. Ayer MA.



Last Auto Cross!!!

And maybe Auto Cross Party!!

Saturday Oct. 15th

Sponsored by



AUTO ENGINEERING

The last Autocross of the season and the Annual Autocross Party will take place in Ayer on Saturday October 15th. As usual the cone punters will gather at Moore Air Field (gates open at 7am) to compete for bragging rights and beer mugs. For this last event, time allowing, we will have some special fun and games to make sure we are occupied until 5pm.

And then, after the autocross – ASSUMING THAT WE GET AT LEAST 30 SIGN-UPS IN ADVANCE - there will be a party and dinner at a local restaurant starting at 5:30pm and going until thirsts are slaked.

Remember, we need to get at least 30 sign-ups to make this work by Sep. 30th. The sign-up for the Party is a separate event on motorsportreg.com.

To sum up...

- If you are an autocrosser, this is your last chance this year. And, of course, you'll want to come to the party.
- If you are considering autocross, come on down. If you really just want to test the waters we have a Ride Program where you can get multiple turns as a passenger for a \$20 donation to our region's charity: Homes for Our Troops (www.hfotusa.org). And then go to the Party.
- If you have no interest in autocross but want to hang out with the demented crew that practices this arcane sport (or perform psychological tests on them) then sign up for the Party/Dinner and at least get a good meal for cheap.

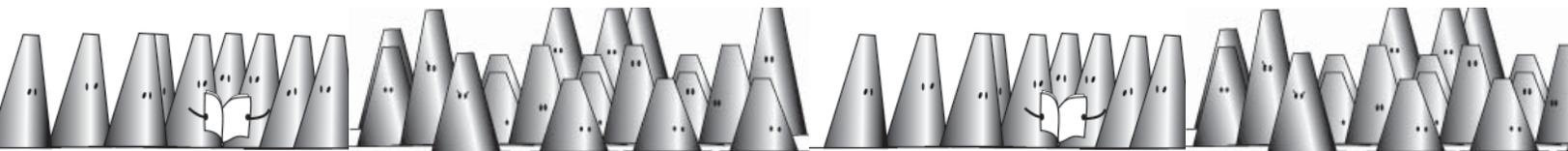
Register online at pcaner.motorsportreg.com. There are separate sign-ups for the autocross and for the Party. You must register for the autocross by midnight Wednesday October 12th.

[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 these events. Questions: contact AX Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman (autocrossreg@porschenet.com).

Directions

From I495 or Rt. 128 take Route 2 West. After you leave/go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A (Main St.) west toward Ayer. The Billiards Café is at 39 Main St. in the center of Ayer. To continue to the Autocross site, 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 90 Fitchburg Rd. Ayer MA



AUTOCROSS #3

THE REPORT

Sponsored by



Copy by Bill Seymour and Photos by Richard Viard

It was hot, we had a great course and we did 13 runs. Did I mention that it was hot? Another brilliant day at Ft. Devens. Scruffy laid out a counter-clockwise course that felt fast and had a very nice flow. We got off to a quick start and had no timing problems so, after doing 6 runs in the morning, we were tempted to shoot for a new record number of runs (current record is 14). But cooler heads prevailed (actually hotter heads) and we elected to take a lunch break and settle for 7 afternoon runs.

The competition was as hot as the weather with 6 of 14 classes settled by less than a second. In Class 10S Ed Moschella (GT4) won with a time of 67.1 and Ed Wong (GT4) was in 4th place with a 67.6 (with Alan Davis and Walter Lunsmann in GT3's between them!). Then in Class 8S Lev Tabenkin beat Andrew Tibma by 0.012 seconds with James Fox only another 0.3 behind. Other "under a second wins" included 2S (Neil Halbert over Georges Rouhart), 3S (Nick Durham over Bob Canter and Steve James), 10R (Susan Kelley over Ernie Grasso) and 13 (Justin Chen in a Honda S2000 over Rob MacAlpine's Miata for the non-Porsche win – both running 65 seconds).

Oh hell, since I've already got half of the classes covered we'll do them all...



Mark Skala had a quick time in Jack Goudreau's 914 to win Class 1S, Dave Berman beat his co-driver (and past region President) Kristin Larson in Class 4S, Bill Aubin ran a 69.9 to beat Tom Tate in Class 4R, Robert Mullins won 5S, Ollie Lucier won Class 6S (but it was closer than usual with three others within 1.5 seconds), Adam Blauer beat Aaron Walker in Aaron's car (but perhaps would not have had it not broken) in 9S and Jeremy Mazzariello won Class 7S. Note also that Robert Galejs beat his daughter Camille in Class 7S rather soundly for a rare "experience over youth" reversal. You might want to watch the video of Camille's dirt-defying attempt at farming Ft. Devens on the AX Facebook page (follow the link from porschenet.com's AX section).

What did I forget? Oh yeah, Scruffy won Class 11 and grabbed FTD with a 65.5 second run.

Finally, in Autocross management news, the team of Bill Seymour (chair) and Dave Berman (registrar) will be replaced next year by some combination of Chris Ryan (who already does half the work by housing the trailer and maintaining most of the equipment), Alan Donkin, Jeff Johnson and Nick Durham. Specifics will be forthcoming but rest assured that this will represent an upgrade in friendly personalities and a continuation of the "first a Porsche Club, second an Autocross Club" spirit.







Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
1S - '924(all), 914-4, 944' Total Entries: 2							
1T		98B	Skala, Mark	1973 Porsche 914	72.258	[-]8.161	-
2		98A	Goudreau, Jack	1979 Porsche 914	80.419	8.161	8.161
2S - '944S,S2, Turbo, 968' Total Entries: 3							
1T		58A	Halbert, Neil	1990 Porsche 944 S2	71.323	[-]0.621	-
2		69A	Rouhart, Georges	1993 Porsche 968	71.944	0.621	0.621
3		208B	Yomtov, Robert	1993 Porsche 968	74.12	2.176	2.797
3S - '911 1965-1994, 930, 928' Total Entries: 9							
1T		770A	Durham, Nick	1991 Porsche Carrera 4	71.963	[-]0.844	-
2T		22A	Canter, Robert	1984 Porsche 911	72.807	0.844	0.844
3T		244A	James, Steven	1988 Porsche 911	72.905	0.098	0.942
4		12A	Bryant, Arthur	1986 Porsche 911	73.862	0.957	1.899
5		156A	Ryan, Chris	1984 Porsche 911	74.068	0.206	2.105
6		71A	Frisardi, Tom	1983 Porsche 911 SC	74.723	0.655	2.76
7		437A	Small, Adam	1984 Porsche 911	75.585	0.862	3.622
8		917A	Murphy, Andrew	1990 Porsche 964 C2	80.25	4.665	8.287
9		244B	James, Laurie	1988 Porsche 911	82.595	2.345	10.632
4S - '986 Boxster and Boxster S up to 2004, 914-6' Total Entries: 5							
1T		41A	Berman, David	Boxster S	71.314	[-]1.583	-
2T		41B	Larson, Kristin	1985 Porsche 911	72.897	1.583	1.583
3		280A	Yomtov, Barry	2001 Porsche Boxster	80.393	7.496	9.079
4		9A	Cooper, Gary	2003 Porsche Boxster	DNS		
5		9B	Cooper, Thomas	2003 Porsche Boxster	DNS		
4R - 'Class 1-4 on R compound tires' Total Entries: 2							
1T		61A	Aubin, Bill	1984 Porsche 944	69.982	[-]2.689	-
2		3A	Tate, Tom	1976 Porsche 914	72.671	2.689	2.689
5S - '987 Boxster and Cayman (Not S or R)' Total Entries: 2							
1T		606A	Mullins, Robert	2005 Porsche Boxster	76.146	[-]6.549	-
2		169A	Ryan, Mike	2009 Porsche Boxster	82.695	6.549	6.549
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman(not S)' Total Entries: 8							
1T		1A	Lucier, Ollie	2010 Boxster S	69.715	[-]1.152	-
2T		969A	Fenwick, Nigel	2008 Porsche Boxster S	70.867	1.152	1.152
3T		20A	Seymour, William	2010 Porsche Cayman S	71.053	0.186	1.338
4		451A	Van Gorder, Reid	2006 Cayman S	71.221	0.168	1.506
5		696A	Fenwick, Susan	2008 Porsche Boxster S	72.586	1.365	2.871
6		49A	Johnson, Jeff	2009 Porsche Cayman S	72.851	0.265	3.136
7		21A	Jolly, Elizabeth	2014 Porsche Boxster	76.534	3.683	6.819
8		138A	Yu, Gary	2006 Porsche Cayman	DNS		
7S - 'Boxster Spydr,Cayman R,981 Boxster S/GTS,Cayman S/GTS' Total Entries: 7							
1T		25A	Mazzariello, Jeremy	2012 Porsche Cayman R	69.527	[-]2.845	-
2T		809A	Galejs, Robert	2014 Porsche Cayman S	72.372	2.845	2.845
3T		209B	Viard, Richard	2014 Porsche Cayman S	72.445	0.073	2.918
4		6A	Migliore, Joe	2013 Porsche Boxster S	74.441	1.996	4.914
5		809B	Galejs, Camille	2014 Porsche Cayman S	74.647	0.206	5.12
6		209A	Hollis, Robert	2014 Porsche Cayman S	77.351	2.704	7.824
7		527A	Kuhn, Michael	2013 Porsche Boxster S	77.875	0.524	8.348

AUTOCROSS #3 THE RESULTS

8S - 'Normally Aspirated 993, 996 (Except GT3), 991 (Except 997S and GT3)' Total Entries: 7

1T	31A	Tabenkin, Lev	1996 Porsche 993	71.826	[-]0.012	-
2T	125A	Tibma, Andrew	2004 Porsche 996	71.838	0.012	0.012
3T	124A	Fox, James	1997 Porsche 911 C2S	72.173	0.335	0.347
4	32A	Champagne, Glenn	1999 Porsche 996	74.181	2.008	2.355
5	31B	Tabenkin, Nathan	1996 Porsche 911	76.359	2.178	4.533
6	769A	Doherty, Joseph	2002 Porsche 911	77.286	0.927	5.46
7	14A	Fruh, Art	2005 Porsche 911	82.604	5.318	10.778

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

1T	563C	Blauer, Adam	2004 Porsche GT3	69.201	[-]1.261	-
2	563A	Walker, Aaron	2004 Porsche GT3	70.462	1.261	1.261
3	163A	Buckley, John	2011 Porsche 911 Turbo	87.99	17.528	18.789

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' Total Entries: 4

1T	10A	Moschella, Ed	2016 Porsche GT4	67.143	[-]0.462	-
2T	360A	Davis, Alan	2015 Porsche GT3	67.605	0.462	0.462
3	880A	Lunsmann, Walter	2015 Porsche GT3	67.655	0.05	0.512
4	631A	Wong, Ed	2016 Porsche GT4	67.665	0.01	0.522

10R - 'Class 5-10 on R-Compount tires' Total Entries: 2

1T	104A	Kelley, Susan	2007 Porsche 997 C2S	69.165	[-]0.835	-
2	54A	Grasso, Ernest	2006 Porsche Cayman S	70	0.835	0.835

11 - 'Race and Improved (All Porsches not conforming to Free Modifications)' Total Entries: 8

1T	887A	Lefebvre, Stephen	2016 Porsche GT4	65.525	[-]2.909	-
2T	108B	Barron, Grant	2011 Porsche 911 GTS	68.434	2.909	2.909
3T	904A	Mochimaru, Akira	2009 Porsche 904 Replica	69.725	1.291	4.2
4	108A	Barron, David	2011 Porsche 911 GTS	70.896	1.171	5.371
5	18A	Smith, Kurt	1975 Porsche 914-6 GT	72.428	1.532	6.903
6	18B	Smith, Justin	1975 Porsche 914 -6 GT	74.748	2.32	9.223
7	565A	Bean, Merit	1986 Porsche 951	76.392	1.644	10.867
8	565B	Bean, Sally	1986 Porsche 951	76.968	0.576	11.443

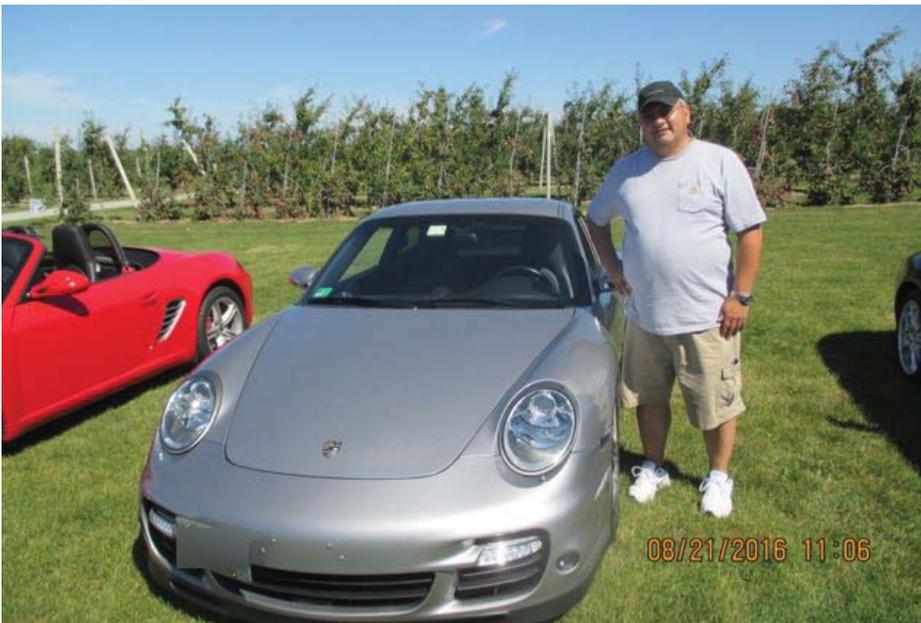
13 - 'Non-Porsche' Total Entries: 9

1T	173A	Chen, Justin	2006 Honda S2000	65.741	[-]0.118	-
2T	55A	MacAlpine, Rob	1999 Mazda Miata	65.859	0.118	0.118
3T	171A	Petrovsky, Aaron	2010 VW GTI	74.063	8.204	8.322
4	171B	Petrovsky, Alex	2010 VW GTI	74.218	0.155	8.477
5	741A	March, Marcos	1972 Alpha Romeo 2000 GTV	76.586	2.368	10.845
6	204A	Wood, Greg	2014 Ford Focus ST	79.167	2.581	13.426
7	666A	Skaubitis, George	2015 Volkswagen GTI	79.475	0.308	13.734
8	666B	Skaubitis, Christine	2015 Volkswagen GTI	80.696	1.221	14.955
9	447A	Connor, DeLayne	Audi A4 S	DNF	76.534	76.534

Top Time Of Day

Raw time: 65.525 11 887A Lefebvre, Stephen

August 21st, 2016 South Of Boston (SoBo) Porsches and Coffee



Charlie Kuhn's 08 997 Turbo



Darice & Bob Wareham's 2016 Boxster



Eric Germaine's 2017 Macan GTS

On Saturday, August 20th, Rosemary and I linked up again with the Connecticut Valley Group for our second drive that took us into Rhode Island. Meeting at Starbucks in Mystic the drive directed the 30 or so Porsches along the coast, ending at Ocean Cliff, Newport, for lunch. We wish to thank Tim Anderson for coordinating the event and for providing the colored maps of the route.

Our Sunday SoBo arrival at Sweet Berry Farm was just before 10 AM and three Porsches were already parked in the grass. The lawn is bounded with corn planted on the South edge, an apple orchard on the North side, and to the West are sunflowers, a natural framing capturing the 34 Porsches in attendance. One of the great things about our monthly SoBo coffees is that there is always a good mix of regulars and first timers, which gives all attendees new cars to admire and first timers owners the opportunity to ask seasoned owners questions.

The reason I submitted two photos of Michael Mangini's 2015 Turbo is to show how he mounts his front license plate. A strong magnet is installed on the back of the bumper (has to be removed) and the framed license plate clings, dead center. Because of labor, the magnetics' cost is probably twice as much as a high quality tow hook mount (that may obstruct forward sensors). Here is the link to the place that did Michael's magnetic License Plate Frame as well as the custom wind deflectors on his 991 Turbo S: <http://jk-automotivedesigns.com/>

As told to my wife Rosemary: Every now and then a wife buys a Porsche for her husband as Monica Dzialo did in 2003; she surprised her husband Walter with a red Carrera. Today we learned how Ken Waitsman became the proud owner a year ago of a 2013 black Boxster. His wife, Sharon was browsing through E Bay as she was getting her nails done and saw the very Porsche he had wanted for sale, and at a good price; unfortunately the car was in Miami. After

*Copy and Photos by
Roger Slocum*

pointing this ad out to Ken, they called Miami (Brickell Motors) to inquire about the car. From the photos it looked to be in pristine condition. After conversations with Brickell, they decided to purchase the car only if Brickell paid to have the car shipped and agreed that Brickell would pay to have the car shipped back to Miami if damages surfaced. The car arrived shrouded in white and after it was unloaded, the Waitsman's discovered a paint chip on the edge of the hood. Fortunately for the Waitsman's, Bricknell had done a checklist of the car but had failed to inspect that area. After Ken's mechanic said that it would cost \$600.00 to repair the damage, Brickell agreed to pay and the rest is history.

Eric Germaine parked his new 2017 volcanic grey metallic Macan GTS; Eric also has a 2002 C4S. In this month's Panorama (August 2016) is a lengthy article "Driving Into The Sky" which is about the Macan GTS climbing Pike's Peak. So, "Eric, climb that mountain".

Ned Lundgren, a first timer to the SoBo, drove in from Barrington, RI and parked his 2014 white 991 C4 on the lawn. Unfortunately I don't have much history of the car or Ned (although he said that he has owned numerous Porsches) so I'm looking forward to speaking with Ned again.

Charlie Kuhn also is a first timer to SoBo and came in his recent purchase (May), a 2008 GT Silver 911 Turbo (997). The turbo is his second Porsche; previously he had a 944.

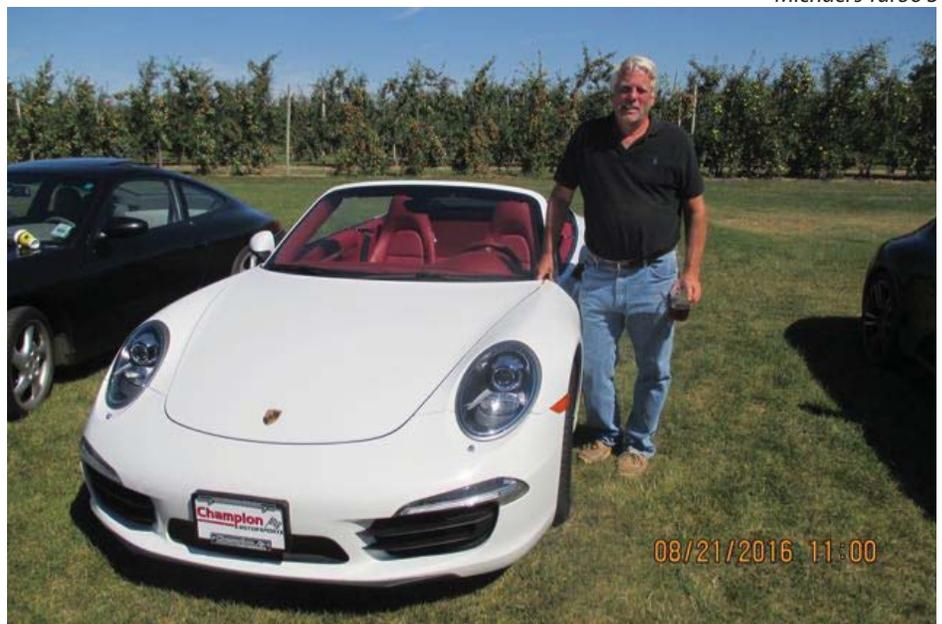
Darcie & Bob Wareham started their morning drive from Plymouth, MA. in their agate grey 2016 Boxster. Their first Porsche was a 99 Boxster.

Frank Bruzzi's recent purchase (October) of a arctic silver 2009 Carrera is his third Porsche, previously owning two 914s a long time ago.

The next SoBo will be on Sunday, September 18, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. A Porsche logo sign should be



Michael's Turbo S



Ned Lundgrin's 2014 991 C4



Waitsman's 2013 Boxster

in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com



Ocean Cliff porch



Michael Mangini's 2015 Turbo S



Looking East at Sweet Berry

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it's My Turn

Over the years I have watched Steve's love affair with our Porsche. Driving it, maintaining it, and driving it again.

He loves pushing the limits of its performance and researching new techniques to help him drive faster. I am happy he has an activity he enjoys so much.

I have attended Driver Education events as a spouse wearing my purple wrist band. That was fine for me. Sightseeing and dinners were my activities while he was putting his foot to the floor.

On one of our trips I took a taste of the track in a GT3, at that time instructors could drive at speed. It was fun and I enjoyed the ride.

In the last few years I have dabbled in auto cross. A fun day pushing the performance of our car around the course of cones. I enjoy it. I am not the fastest driver- I don't bring home the beer glass- but I find it thrilling to drive around the 1 mile plus Ft Devens course.

This year Steve was planning on driving at Watkins Glen. I was going as a supportive spouse.

A suggestion was made "Laurie why don't you sign up?" This came from outside the family. I don't think Steve would have suggested starting at WGI. Who me? I can't do that. I don't even like to drive fast. I could wreck the car.

It's a big track and the thought of actually driving scared me. For my fellow members driving a late 80's 911, it is a great learning car. As Steve has mentioned there are no nanny systems to save you if you make a mistake. You need to shift in the correct gear when downshifting or you will over rev the motor. However, when you learn to drive this car you will love it.

How should I prepare? Wise advice from Instructors- don't worry- watch film, read the track notes, and study the track design. Steve and I found a few YouTube videos of the track, turn one – eleven. The more information I received,



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the more questions I had.

The day was quickly approaching and I had been reviewing the material, but I didn't feel prepared. I questioned "what if I can't go fast enough, what if I can't do it?"

"Don't worry you can go at your own pace where you feel comfortable."

The first morning at the track I signed in and picked up my green wrist band. Next was the drivers meeting and work assignments. After that the novice meeting. We received a talk from a professional driving coach Dennis Macchio. He asked how many people had previous track experience. Most raised their hands. I had none. He then asked who was scared. He was talking about me. He said if you're scared you're smart. Okay I didn't feel so bad. He went on to talk about how you will need to condition your brain to process at track speed. It will be similar to driving in fog until you figure it out. Driving in fog is not easy-but I think I can figure this out.

Next the track. My instructor Dave Berman drove first. Driving a slower pace to show the line, the turns. After a few times around, it was my turn. Dave was calm and supportive. He gave the appropriate driving commands at the proper time and guess what? I made it around the track! Once, twice, again and then the checkered flag came out. The run was over. Back to the paddock to wait for the next green run group.

With each new run the course became easier. As you learn the turns and straights you can anticipate your next move. It all starts making sense. At the end of the second day I drove the whole track without input from my instructor. I was very happy with my progress.

Between runs I was able to discuss the nuances of accelerating, braking, and turning with Steve. I just drove one of the premier racing tracks. Just to add to the weekend I took a run in the rain and was starting increase my speed and shifting points in the straights.

This was fun. Move over Steve you may get some competition for seat time!

Special thanks to Dave Berman and Kristin Larson for showing me the line John Dunkle and Adrienne Ross for the coaching in the paddock; keeping me calm.



On the Edge - continued from page 6

I bought more screws. The calipers had just enough flex to pop right off the rotor, and the rest seemed under control so away we went.

For any number of given reasons, the job went really as well as could be expected. We all wrenched, or turned screws, loosened or tightened this or that on 2-3 wheels at a time, and in about an hour and 15 minutes all 4 wheels had new rotors. No screws snapped, no drama, no injuries, just 4 new brakes, and 3 happy Porschefiles.

This all of course meant that I got to go drive the Glen, with a tech from Jerry that he signed off on without a hitch. I was pretty proud of my newfound maintenance abilities.

It also meant that I needed at LEAST another 100 yards of braking space down the front and back straights of the Glen. No racing brakes means (surprisingly) less bite on my brakes. I didn't figure that out until my second run. My first run included a lot of truly terrifying WAY TO SHORT braking zones. I thought I was losing my touch, or my mind, until that dawned on me. After that, all had a bunch of wonderful runs. Wonderful, street car set up, sane, runs.

So thanks to Brook, and Alan, and Chris, I really do appreciate all your help. You guys epitomize the spirit of this club!

Don't Lift - continued from page 12

represented included BMW (M3's, 135, M235i, 325 E30, 335i), Chevy (Camaros and Corvettes), Mazda (MX-5's), Dodge (Vipers), Lotus (2-Eleven and Exige S), Ford (Mustang Boss 302 and Focus ST), Aston Martin (DB9), Mini (GP), and a Radical SR8.

On Friday, 22 July, a small group of NER/NCR track committee members and experienced instructors went to the new track in Canaan, NH to check out that track for possible future events. Canaan is a short (1.3 mile) road course built at the site of an old set of oval tracks, one dirt and the other paved. You can check it out at: <http://www.canaanmotorclub.com/>. I'm delinquent in putting that report together but will try to have it ready for next month.

For folks trying to contact me via email at tcreg@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).

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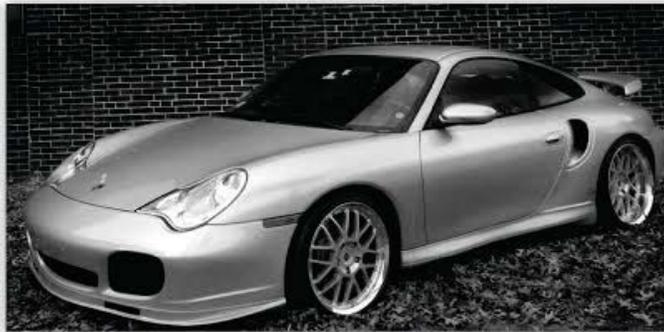
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Four Speeds and Drum Brakes -

continued from page 8

anybody that bought one. That was a lot of money for something that produced about the same amount of air as a kid blowing out birthday candles. We didn't need any stinking air conditioning. We were sports car drivers.

In the late '60's Dealers could install 'Factory' AC units and with 911's now in the Luxury Car category many did. They didn't work very well because the Freon had to be pumped to the condenser in the front of the car, then up under the dash to the evaporator and then back to the engine in the rear to run back through the compressor. All in all a lot of plumbing in an effort to get a little cool air in the car. By then there was a fresh air fan in the dash but it was noisy and seldom used. I still don't remember that it was that big an issue, somehow speed and handling was always the main concern of owners.

Today's owners have all come to expect our cars to have quiet, efficient air conditioning and they do. The good news is that vintage rides have been given a pass

on this issue. Nobody would consider putting a modern air conditioner system into a vintage Porsche. Owners just pick their driving days carefully. I have found that before some will venture out for a Club sponsored drive or gathering they will check the weather reports. They are not only looking for the chance of rain but also the temperature range expected. Open cars can be especially hot if they have a black interior and tales of leg burns when wearing shorts are not uncommon. Maybe those awful looking sheep skin covers are not so bad after all.

Clearly Spring and Fall drives are the most enjoyable but our Tubs need exercise in the summer also. Maybe the answer is an early morning or late afternoon drive, just keep your speed up.

The East Coast Holiday for the 356 Registry is being held in Akron, Ohio next month and Blackie will be making the trip, leaving the convertible top in the attic. That is always an adventure. Maybe all the hot weather will be gone by then, we'll see. Whatever the temperatures I'll try to remember that kid in the orange VW bug that the heat never seemed to bother. It wasn't really that long ago was it?

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