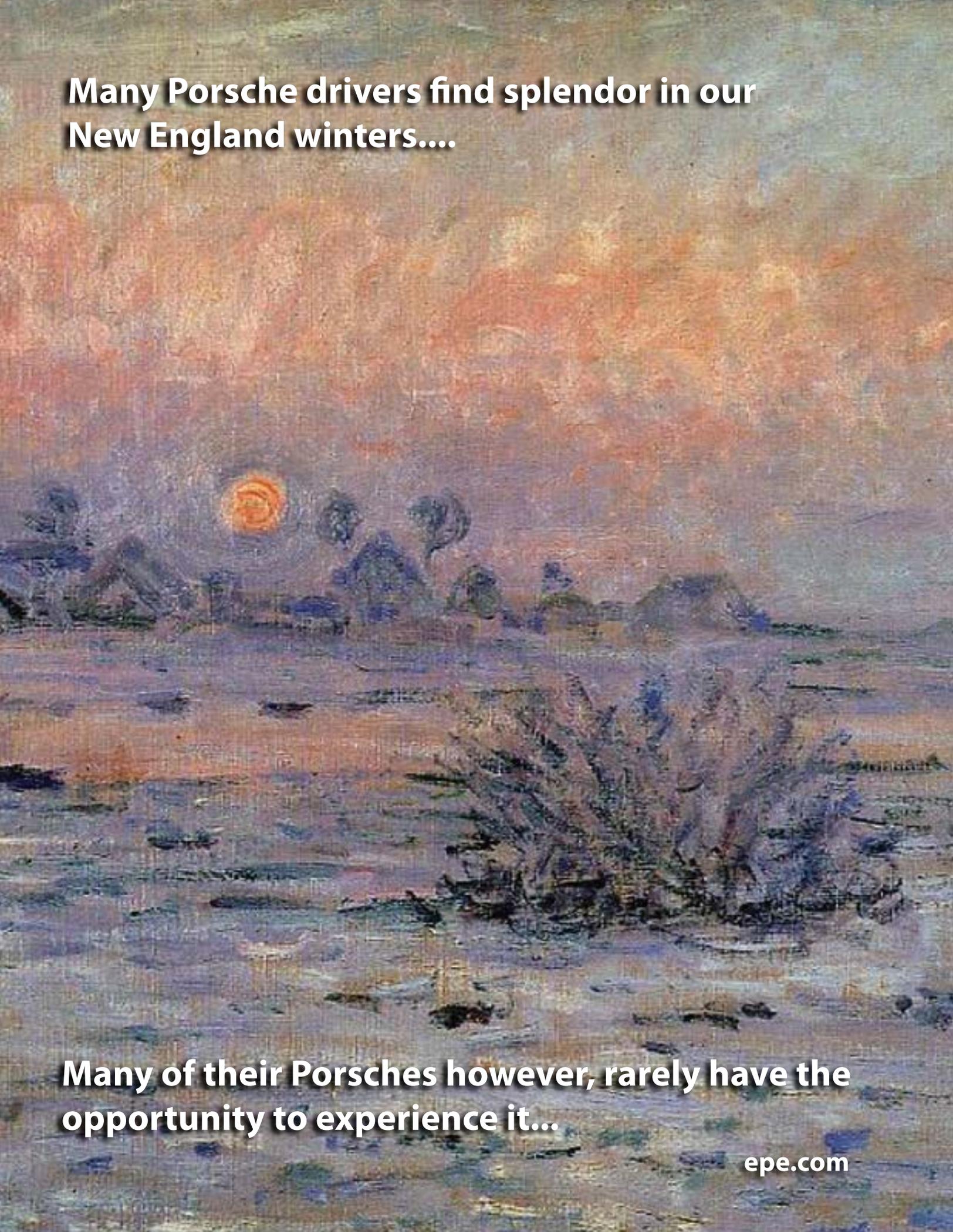




THE NOR'EASTER

JANUARY 2017 FEBRUARY 2017

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

A painting of a winter landscape. The sky is a mix of warm, muted colors like orange, pink, and light brown, suggesting a low sun or sunset. The ground is covered in snow, with some dark patches and shadows. In the middle ground, there are several dark, rounded shapes that could be trees or bushes. The overall style is impressionistic with visible brushstrokes.

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opportunity to experience it...**

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- 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.

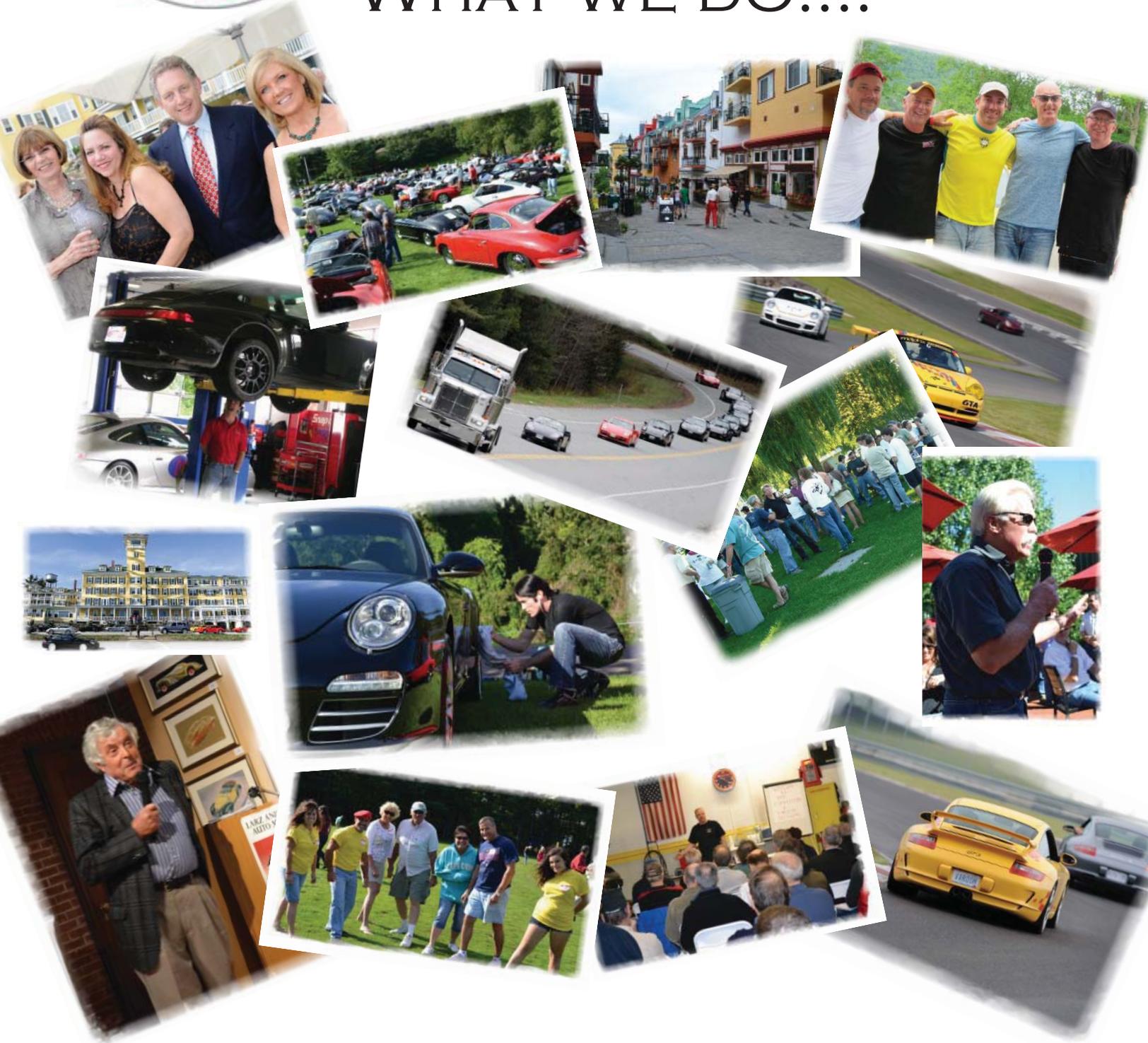


WHO WE ARE....

PORSCHE



WHAT WE DO....



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Cover Photo
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Porsche DE



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

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

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

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Graphic Designer Adrienne Ross
Copy Editor - Advertising Mgr. Adrienne Ross
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On the Edge of Spring



Adrienne Ross

A hhhh Spring, when the flowers start to bloom, and a young girl's fancy turns to Aston Martins, and new houses.

OK it's not Spring yet, but in February on the 2nd, to be precise, the pagan holiday called Imbolc rolls around. Imbolc translates into "in the milk" and refers largely to the sheep and cows of Celtic lands (England, Ireland) being pregnant, therefore beginning to produce milk.

Being 6 or so weeks agriculturally ahead of us, the earth is beginning to come alive again in those lands, and in more agrarian

The realtors, lawyers, mortgage brokers, and anyone else that wants to pry into my financial life calls me 16 times a day...

times, there was a lot of hope loaded into this particular Sabbath. Days were getting longer, the long dark winter was actually looking like it might end sometime soon, and the animals were literally showing new signs of new life.

For me, it kicks off a new driving season. The 24 hours of Daytona have been won (Congrats to Wayne Taylor Racing, and the Taylor boys! You cried, I cried, it was something to see I tell ya!) Ground School is just weeks away, the DE schedule is out, and race teams are putting their season's crews together. (Oh please pick me! Please, please!)

It also means that Chris and I are shopping for a new house. Everyone who has done this knows what angst, trials and tribulations come with this process. Pre-approvals, look at a house that's OK, find a house you love, make an offer, wait with baited breath until they decide you're good enough for their home, and then the REAL fun begins!

If you have to finance a house, they'd like to become intimate with every single thing you've done in the past two years. How much did you make? How much did you spend? When is your aunt Lucy's birthday?

Why did you choose that color couch? Can you explain this charge on your credit card from 1982?

It's phone calls, and house inspections, and praying fervently that they don't find something SO wrong with the house, you HAVE to walk away.

Although, funny story, a few years ago my parents sold a house where the lolly columns hung from a beam in the basement, but didn't touch the floor. The buyers had it inspected, and we fully expected the buyers to walk away, but not a peep, not one word about the inspection. They just cut us a check, and we signed a purchase and sale agreement. They LOVED the house.

And we will love ours I'm sure. We have our eye on the perfect house, and negotiations have commenced. The realtors, lawyers, mortgage brokers, and anyone else that wants to pry into my financial life calls me 16 times a day, and I'm scanning and emailing more than I ever have.

I might also mention that this whole thing happened about 3 months earlier than we anticipated. We expected to put both of our houses on the market, take our time, find JUST the place, and move in over the summer. But "just the right place" presented itself, and once again, I'm buying the first house we looked at. I even chanted to myself the whole way to the showing "Do not buy the first house you see, do not buy the first house you see," but an hour later, I was putting an offer together with my broker(s).

We'll be in by the time full spring hits, and be able to enjoy our summer at the track, on the bike, NASCAR camping, and whatever other adventure presents itself, and it WILL present itself.

We're both pretty excited.

And yes, it has a garage.

In This Issue...

We braved the weather to to the annual Gala, and while the roads were in fact treacherous, the party was awesome. We had about 130 of the 180 people who had signed up come, and we had a great time.

Our own Gary Cooper went to the Porsche Center and had a great time. He came back with a report, and lots of great pictures.

February means only one thing around here, and that's Ground School! If you've ever thought about taking your Porsche out on a race track, this is THE place to be. We'll talk about what Driver's Education is all about, and what to expect on your first day, and every day after. It's a fun, food filled event where you can not only learn new things, but you can BUY new things!

Hope to see you there! Enjoy the issue!

One Track Mind

The Old and the New

Well, 2017 has entered with a bang, at least as far as our Annual Gala is concerned. The largest snow-storm of the year, allegedly a nor'easter, chose to arrive on our event date. The gala committee, ably headed up by Kristin Larson, considered postponing or even canceling our event but contractual provisions with the Museum of Science precluded that. So on with the show we went, 130 of us attended and real-time feedback was consistently positive. The museum opened its "Blue Wing" to us and offered some fun and fascinating exhibits to view

First, I bought a new Macan GTS. Bye bye, RS5, hello, hot little SUV.

and even play with. We were able to raise some money for Homes for Our Troops with a silent auction and I was happy to present the "Enthusiast of the Year" award to Richard Viard for his "over and above" contributions to NER. He is an avid A/X'er who volunteers as its official photographer. Additionally, he made an excellent movie entitled "Autocross – The Movie" which is available for view on our website (www.porschenet.com) and is used by other regions as well. He has run a "how to photograph cars" clinic and has another scheduled for March. He often attends our concours and social events and provides photos from them for the Nor'easter and most importantly, he's a really good guy!

Every January your board of directors and committee chairs meet to plan the ensuing year's activities. On the docket are discussions around improving our club to serve the interests of our membership, review proposed budgets for both DE and A/X, as well as plan for social events for the next twelve months. It's generally, a lengthy, productive meeting and taken very seriously by the participants.

You've been hearing me whine about my foot operation for the last three months or so. Well, I'm pleased to report that as of this writing I am "boot free." So you'll no

longer have to hear about it (do I hear a resounding "YAY!"). What you may hear about are the things I did to while away the time as I was less than mobile. First, I bought a new Macan GTS. Bye bye, RS5, hello, hot little SUV. The downside of this is that our fleet still consists of five cars for two people. The upside is that I now own three Porsches, as well as, the old standby 2006 Infiniti (the "beater"), and my F150. Oh, and an enclosed trailer. I'm seriously thinking about downsizing. Time to sell the GT3? Might be. I also spent some time on Amazon and bought stuff I thought I needed, like a Universal Smartphone Garage Door Controller that requires a bit more work to install than I anticipated (but just think, once installed, I'll be able to open and close my garage door when I'm in Hawaii!). I also bought some elevated shelving for the garage that installs by attaching to the ceiling joists. What the hell was I thinking? Maybe I can get Jeff, my new son-in-law, to put those up.

This is a month of alliterative things, specifically, those that begin with "P" The Porsche club Board meeting, the "Patriots," "Packers," and "Pittsburgh," in the NFL "Playoffs," and the "Presidential" inauguration.

As of this writing, we watched an ugly performance by the Pats in a win against an improved, but not championship caliber, Houston team. Then we watched the Packers beat the favored Cowboys in a squeaker, as the underdog Steelers did the same to the Chiefs. Next weekend, the AFC and NFC champions will be decided and Ann and I will be in attendance at Gillette as TB12 leads the Pats to another AFC Championship (I hope).

Probably the most anticipated show in January will be President Trump's inauguration. Not necessarily for the normal pomp and circumstance, but for the sideshows that will inevitably result. Who will finally agree to perform, what hijinks will Michael Moore arrange, what

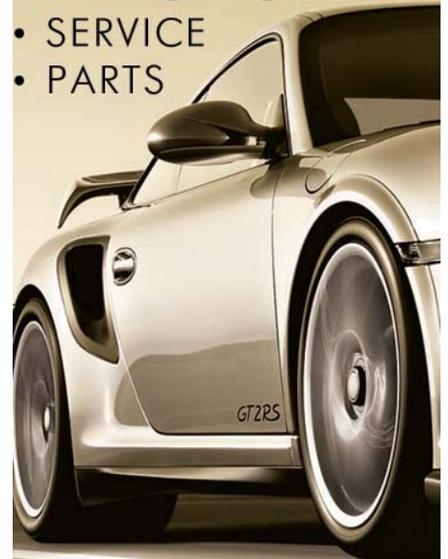


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Four Speeds & Drum Brakes

Automotive Issues by the Bunch



Tom Tate

It may be the result of having more than just a couple of cars but it does seem to me that the cars in my garage gang up on me when mechanical or electrical issues pops up. I know that they talk to each other late at night when the lights are off because I've heard noises.

Maybe it has to do with the time of year. I don't think it's related to age or mileage on the cars because they range from 1957 to 2004 with mileage spanning 50k miles to over 200k. I'll give a few examples and the loyal reader can make up their own mind.

Half way through last summer, Big Red decided that it was time for some attention

The very next day my wife called from the local store to say her BMW was dead and wouldn't start. ... Her car isn't trained to die in the garage like my cars...

and the starter refused to work. No click, no nothing. It did happen at home in the garage so the car didn't strand me out on the road somewhere (my cars are good like that) but still it was aggravating.



Some years ago, the ignition switch failed to send the signal to the starter when turned the final notch and rather than replace the entire ignition switch, requiring new keys and a big expense, I just installed

a push button switch on the dash that was wired to a relay that triggered the starter. That was back when some of the new cars were being sold with a big red start button so I felt like I was keeping the car up to date too. That has been working great except for the first year that I took it out of the barn in the spring with the modern start button on the dash. My push button doesn't say start on it (thank you Radio Shack) and after a long winter I had forgotten that it was there. I turned the key the final notch at least three times and even got out to look at the battery connections before I spotted the relay that I had installed and remembered my "improvement".

This time I went right to the relay, followed the wires and found a loose connection at the starter which was easily corrected.

The very next day my wife called from the local store to say her BMW was dead and wouldn't start. That was after driving about 3 miles to the store. Her car isn't trained to die in the garage like my cars are. So it started up in the garage but wouldn't restart after a short drive. I grabbed a jump box and went over to give it a jump but even that would only turn it over very slowly. Figuring that a set of cables would provide more juice I zipped the 3 miles back home and grabbed a set of quality cables and tried again. Now the slowly turning starter could only produce a click.

It turned out to be that the original starter had given up after 12 years and 90k miles. I wasn't going to complain but that was two starter problems in two days. Strange

If you remember a column from last summer, the Porsches in the garage got together the night before the Zone 1 Autocross and decided they needed a little TLC. The Speedster threw a pulley off the generator the next day and the 914 chewed up a plastic shift bushing

converting it from a 5 speed to a three speed the day after that. Both were quickly repaired but the timing was bazaar. These are two cars that together don't clock 3k miles per year and seldom, if ever, break. Strange.

Tires are another wear item on my cars that somehow seem connected. In years past I have put the snow tires on the Audi only when it snowed. I could get them switched in about an hour and that would mean a lot fewer miles on soft compound tires that work great on ice but not so good on dry pavement. Two years ago when we had a real winter, read over 100" of white stuff, I only switched them twice. Last year I got lazy and drove on them from Dec to March. I put them on after Christmas this year to discover one tire had a slow leak that was losing 2 lbs pressure per day, not good. I took it off, checked for a puncture or a bad valve but came up empty. It went to the local tire store who found a leak at the inside rim edge that was easily fixed.

I barely got home from the tire shop to find that the 914 up on the lift had a flat tire on the same corner. It had been up there since the Zone 1 Autocross in October without a problem, hadn't moved an inch and suddenly went flat? Strange.



continued on page 38

The Long and Winding Road

Car Lovers....

Ten hours and 39 minutes. That's how long Nielsen says we spend on average in front of some type of screen. I thought that was silly until I added up what I do (and I'll bet they aren't even counting the time you spend looking at the infotainment screen in your Panamera). Being the busy NER executive that I am ("saving the world one Porsche at a time") I, of course, have to spend quite a bit of time at my computer. And I will admit that I do occasionally get distracted by Youtube (rally car crashes and, my personal favorite, the Isle of Man Tourist Trophy race) or other internet tomfoolery. In the latter

"Assuming you had ample but not infinite resources and considering your various vehicle needs, what 3 cars/trucks/bikes would you own?"

category I stumbled across an article in which people responded to the question: "If you could have any 3 cars, what would you have?" The answers in the article weren't to my taste (along the lines of "a slammed Honda Civic with 20 inch rims and undercar lighting") but I immediately recognized this as the shortest path to another column. So I tightened up the question a bit and emailed it to all my car friends. It turns out I have three (whoever just said "I'm surprised you have any" gets no extra drink tickets at the Gala).

So here is the full question: "Assuming you had ample but not infinite resources and considering your various vehicle needs, what 3 cars/trucks/bikes would you own? If there's a fourth that really pained you to give it up, then point that out as well. Provide at least a brief explanation for your choices and be specific as to make/model/options if necessary to explain your reasoning. And, finally, if you and your significant other could only have ONE vehicle (and you live where

you live and are stuck with your partner) what would it be?"

I encourage you to think about how you would answer before you read on. I will provide my answer at the end but here are responses from...

Dennis Friedman (*NER Ramble Chair*)

First I would break it down to categories:

DE Car

If my resources were "very ample", I'd be test-driving a 991 GT3 and 911R (except I think they're all allocated) as well as a McLaren 570S, but I'm thinking that they'd all be scary fast on the track. So, most likely I'd "settle" for a nicely optioned Cayman GT4 - perhaps splurging on a paint-to-sample exterior color and matching accents inside. My current '06 Cayman S is so well balanced, predictable, and fun, the GT4 is an obvious choice for me. If I decided

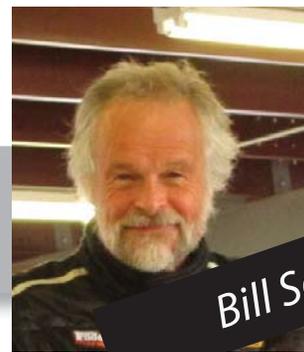
I was willing to trailer to the track, I might turn to an Ariel Atom (I know it can be street-legal but why would you drive it on the street in these here parts?) or some similar track-focused weapon.

Summer Fun Car

The current 911 Targa. If it's for summer it should be a drop-top, even though it gets too hot when the sun is beating down on you, and the wind tires me out. I've always loved the Targa style, and almost bought a 1988 a few years back until I faced up to the sometimes leaky roof and no power steering! Now

I can have the style and the practicality, too! And of course, those 2 vestigial back seats are big enough to hold the grandkids. The remaining agonizing decision...

Daily Driver/Winter Car
I'm on the horns of this dilemma right now as I'm getting ready to replace my 2002 BMW 325i. My



Bill Seymour

heart votes for the Macan S (or perhaps I could splurge for the Turbo now that I have "ample" means), but my responsible side says the car should get better mileage given all the carbon I deposit with my track driving. So maybe a BMW 430i Gran Coupe would fill the bill. Reasonably fun to drive, a 4-door hatchback for practicality, and over 30 mpg on the highway. Or perhaps I should get really green and buy a Mazda3 Skyactiv 5-door, or the new Chevy Volt, or wait for the new small Tesla (they did open a showroom nearby in the Derby Street Shoppes just to torment me). I also have to keep in mind that the car can't be too tall or too wide since I have a 4-poster lift in my garage. You may have noticed that I didn't provide an answer, because I don't have one yet; but if the 325i had to be replaced tomorrow I might just rationalize that the base Macan is practical and responsible enough.

Only 1 Car

Macan S, I think. My only hesitation is that I'm really, really not an SUV kind of guy. And even though the Macan drives like a sport sedan, I'm not completely over the hump in buying into the body style.

Chip Wood (*NER DE Scrutineer and Jamaican Bakin' Hot Shoe*)

If money was no object: a new GT3 RS

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Minutes of the Board

January Meeting

The first board meeting of the year entailed planning this year's events and discussing any changes the Board of Directors propose to promote membership and improve member involvement. We realize that many of our members are not interested in racing (although technically, DE is not racing) and we would like to present a variety of non-competitive driving events for our members throughout the year.

The 2017 January board meeting for the Northeast Region was graciously hosted by Adrienne Ross at her home in Framingham, MA on Sunday morning of the 15th. Other attending board and chair members were Bill Seymour, Ann and Dick Anderson, Kristin Larson, Glenn Champagne, Robert Jacobsen, Stan Corbett, John Dunkle, and myself. Sterling Vernon was off for the weekend attending racing school down in Florida at Sebring. Michelle Wang and her husband Matthew Wallis joined us to pitch to the Board the notion of celebrating NER's 60th anniversary in 2019. The meeting was brought to order at 11:50 AM.

The first order of business was brought to the floor by Dick which was to vote approval for the December Treasurer's report presented by Bob Cohen. December was Bob's last month of service as Treasurer and he has passed the reins to Robert Jacobsen. The board voted to approve the report and we all thank Bob for his excellent service to the club.

Bill presented Chris Ryan's report regarding upcoming autocross (AX) activities. Chris is new AX Chair going forward accepting that position from Bill who has slaved tirelessly in that capacity for years. Most of the AX dates are still TBD but the works are in progress and we have been assured that our tenure at Moore Airfield at Devens is set for 2017. An area of serious concern for the NER Board is our previous lack of charity concentrated in the Devens/Ayer community

in our appreciation of having such an outstanding venue for our AX activities. It was proposed that we do something similar to what a number of other clubs are doing and pony up \$2500 annually for a Devens area charity. A motion was raised proposing this and the board voted with unanimous approval.

John presented his Drivers Education budget forecast for 2017 and if attendance and costs are near projections, the club should net somewhere in the neighborhood of \$35k. This revenue, as well as that which is produced by AX, goes a long way to supporting our charities of choice as well as subsidizing our annual Gala. Most club members probably don't realize how much the annual dinner is supported by DE and AX. As much as we try to keep costs in check, the costs of the dinner are more than double what we charge attendees. Still, John is concerned that our DE program doesn't earn as much as a number of other high revenue clubs. The DE committee plans to look into their pricing structure to see where changes might be in order but the Board voted to approve the 2017 budget as presented. There is also an ongoing effort to cultivate new sponsorship sources for the DE program.

Glenn outlined some ideas for new activities to be considered including more tech sessions and a brewery tour. The board voted to allocate \$300 per tech session to help presenters cover their costs.

Michelle, former NER Secretary and her husband Mathew, one of our DE driving instructors asked the board to consider celebrations for NER's 60th anniversary which will happen in the year 2019. They are spearheading efforts to come up with some novel ideas for a celebration and don't feel that it is at all too early to get moving with getting things organized. With the board being prompted into some early planning, we



Alan Donkin

might think about allocating part of our 2017/18 budgets for this, minimizing absorbing all of the financial impact in 2019.

Dick mentioned a letter we received from Frank Sena, Connecticut Valley Region's Special Events Chair, who is querying various chapters within Zone 1 regarding a policy of "Best Practices" which involves increasing membership and member involvement amongst local Porsche owners. Steven James responded to a collection of questions regarding our membership raising efforts and I answered those related to club apparel merchandising. Steven and his wife Laurie have made tremendous efforts with local Porsche dealerships to

continued on page 41

Happy PCA Anniversary!

THIRTY YEARS

Jerry Pellegrino
Howard Salwen
Henry Faulkner

FIVE YEARS

Eileen Walker
Scott Mabuchi
Kevin J. Chang
George M. Trach
Jason V. Testa

FIFTEEN YEARS

Christopher B. Lewis
Brian Doyle
Michael E. Capocefalo
Robert F. Salter
David A. Stetkiewicz

TEN YEARS

Ken Crawford
Juan J. Castillo
David J. Quinlan

Word on the Street

Driverless Porsche

Glenn Champagne

One of my online newsletter subscriptions is to The Robb Report. The Robb Report is a luxury-lifestyle magazine featuring products including cars, aviation, boating, real estate, watches and the like. Few titles rarely catch my attention like this one – “The Top 10 Automotive Innovations Unveiled at CES 2017”, author Laura Bernstein. For those of you who don’t know CES, (Consumer Electronics Show) is the world’s premier technology show that hosts presentations of new products and technologies in the consumer electronics industry. Held in the beginning in

From the research reviewed to date, it ain’t happening any time soon, if ever. Say it with me. Thank God.

January, the Las Vegas event attracted over 170,000 attendees. I will get there one of these years. Just as I have said for the past 20 years.

This article grabbed my attention for two reasons. First, the article started out with a slideshow showing a deeper BMW kidney-like shape grille of a, a-hem..., car. Probably closer to a living room and is described as a “sculpture”.

The cabin itself features an extended back seat area, with individual passenger controls such as ability to play and control their own music, and video, and endless connectivity for personal mobile devices. Believe it or not, featured a bookcase with hard cover books. Seems a little odd to me, that this autonomous driving car with HaloActive interface technology would allocate valuable cabin real estate with a presumed outdated media source. But who knows. Then it occurred to me - what if the front seats could swivel 180 degrees and face the passengers in the backs? Parents interacting face-to-face with children,

playing games, discussing lessons, watching a movie together. Conducting business with clients, friends enjoying a trip together. The social opportunities are nearly endless.

BMW calls it the “BMW i Inside Future Sculpture”. The “car” introduces BMW’s new HaloActive interface technology, which projects infotainment controls seemingly into mid-air, and can be operated similarly to how you would use a touchscreen. The driver can select different functions and controls by moving their hand where the controls appear, and sensors track the position of the fingers until a function is selected. Think about that – controlling a car without even touching a display screen, let alone the steering wheel. Like many, I thought - is this really a car?

And then a panic attack occurred – does Porsche have any plans to produce a driverless car? And with that, the crack writing staff here at Word on the Street went to work.

From the research reviewed to date, it ain’t happening any time soon, if ever. Say it with me. Thank God. Author Abdul Montaqim addressed this question in the February 2016 issue of Robotics and Automation News. Mr. Montaqim quotes Porsche CEO Oliver Blume, “The idea of a driverless Porsche is like a Rolex for boiling eggs.”

I’m with Mr.

Mon- taqim. Must be some sort of German proverb. Not sure I understand.

But I think we get the gist of it. Porsches are made to be driven. Period. However, Porsche Chief Technology Officer Dirk Lappe, sees autonomous driving central to decreasing the CO2 problem, the redesign of the passenger compartment, and the steering wheel. “Even steering wheels will look different than they do today and will fulfill additional functions. New types of user interfaces are just around the corner. We’re prepared for this and are massively expanding our software capabilities.” Porsche CTO, Dirk Lappe. Does this imply that Porsche might introduce some au-

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That's what our head instructor, Gerardo, mentioned to our group during a session at the Lucas Oil Racing School at the Sebring International Raceway circuit. After two days and countless laps around the very same track in some shiny, new Ray Formula GR-11-derived open-wheeled race cars and definitely not having fully learned the track, I felt very humble upon hearing this. Luckily I'm quite used to it.

A small band of NER folks accompanied me for this trip down to Florida. We wanted to try to stay on...well, maybe not the top, but somewhere above the bottom...

As they say, membership has it's privileges.

of our game during the long period of cold track called winter in New England. One of us has serious chops from the Porsche Driving School in Birmingham. A couple of us did some well-spent time at Bertil Roos Race School last year. And a couple of us were new to full-on race cars but have years of DE experience. Now we'd be in spec open-wheeled single-seat cars that weigh less than 1,000 lbs. Detuned to about 140hp, it's still the power-to-weight equivalent of the new 991 Carrera GTS with 450hp. All on a track that only one of us had driven. Most of us hadn't ever seen it in person.

The track itself has such a rich history. Seeing the long paddock complex with all the race-winning manufacturers' names for each year from 1952 to 2016 was breathtaking. Seeing the turn where the GT class Porsche and Corvette had a bit of an "impact spin" (a Lucas term for a more eventful type of incident...) last year was a real milestone. We learned that some guy named Jeff Gordon jumped the flat top of a bridge over the track that looks like it should be limited to pedes-

trian use only for safety reasons using his street car one time. Just for fun.

All we knew is that the track would be pretty flat, being an active airport, and bumpy, from watching the races. We donned our race suits, struggled to buckle and tighten the six point harness in the space of a sardine can, get our tiny steering wheels that mostly consisted of an AIM screen and about 10 buttons in place on the steering column, and figure out which switches, toggles and buttons to hit to fire up the machine. These cars were quite new-fangled compared to the manual-shift non-synchronized gearbox machines at Bertil Roos. With pneumatic paddles on the sequential gearbox, you only needed the clutch to get moving in first gear and to prevent stalling if you spun. Oh, and we all spun.

But first, we did some drills to get used to the cars. The braking performance of these feather-light cars is astounding. We learned that the initial hard stab of brake you use on a race track is really meant to arrest the built-in momentum of the wheels themselves. The more they weigh and the faster you go, the more energy needs to go into just stopping that part of your car! You then reduce pressure to stop the rest of the car. The brake trace graphs they supplied to us were very telling. My trace was supposed to look like the Matterhorn with a flat front side. Instead mine looked a bit like the Blue Hills. Clearly, work was needed.

After seeing the data, it was clear what I had to do. Spin the car, of course! Brake modulation, especially using my newly-freed-from-clutch-duty left foot, is an underestimated skill set. A skill I did not yet have anything close to having mastered. Our instructors told us about hard initial bite on the pressure sensor (aka brake pedal), followed by a "10%" decrease in pressure quickly once the wheels were slowed, and then a carefully modulated

slow release of pressure that may possibly be described as a "pop off" which would induce some rotation of the rear of the car, ideally pointing us at the apex long before our steering wheel could achieve the same goal. If you carry too much speed at the time you "pop off" the brakes, around you go. I never realized how slippery a large pile of dirt is on a race track until I saw quite a few spins happen right in front of me. Apparently, spins are contagious. They even showed us a video of a driver on the track going through all the turns with barely a movement of the steering wheel. Wow is an understatement.

My personal nemesis was a turn called "the Carousel". It didn't have nearly as much graffiti, or helpful camber, as the fabled Nurburgring icon. Before this turn is a hard, slow right that leads to a fast right going into this turn. The fast right is supposed to be taken flat in third before you brake a little to bend into the apex of the Carousel. I just couldn't take it flat. My sphincter could not abide that idea. I asked my instructor how to do it. He explained that the car will understeer in that turn if you go fast enough, so you have to account for it and turn in early to basically plow the car through the entry and be able to stay flat. Mind = blown. After years trying to avoid understeer, here it was being described as a tactic to add more acceleration into corner entry. My only logical response - "I'll need to grow another gonad to pull off that move." Unfortunately the only thing that seems to grown on me now is my waistline.

After two days on the track - the short, "club," portion of the track - I am very far from feeling like I've mastered it. Maybe I need four more laps? If you get the chance to sample an open-wheeled Formula car of any sort some time in your life, I can't recommend it enough. It's humbling, perhaps,

continued on page 41

Off Line

DE; The Perfect Family Vacation



John Dunkle

Given the title of this month's article – I presuming some of you think I've finally "lost it", whatever "it" was. But, let me explain before you send in the men in white coats with a straight-jacket? You see, I was thinking about the NER first event this year at Thompson on May 26th, 27th and 28th, and since the 26th is "Novice Day", it had me remembering my first Novice Day way back "when" (please, don't ask when "when was" – but, most of the roads were paved and only rarely were they blocked by a renegade milk wagon). And, for it being Novice Day, here is what I remember...

That's what Drivers Education is all about. It is all about learning, teaching, driving, having fun – and it can be a family event.

First – I have to say - I was nervous upon first arriving at the track!!! Oh sure – I pretended I wasn't – mostly to put on a "brave face" for my wife, who wasn't driving but came along to accompany (console?) me, but deep down to my size seven driving shoes, I was "quaking in my socks". I had no idea what to expect, really? It was a "new world". And everyone appeared to know exactly what they were doing and supposed to do – and were doing just that. As for me? I pretended I was doing something, even though I wasn't really doing "anything". And, then it happened...

A person walked up to me, and introduced himself as "my Instructor". He was simply outstanding, and after introducing himself to me and my wife, told us BOTH what to expect (remember, this was before the Internet, e-mail, Youtube, etc. We had to depend on paper road maps to find the track and pay-phones and gas stations should we get lost in getting to the track). He pointed out

what and where TECH Inspection was, what to bring – and "OF COURSE your wife can meet you over there!". So, I made it through Tech Inspection – and you'd have thought I'd gotten a College Diploma when they affixed the sticker to my car, signifying it had passed. So, back I went to our parking spot. And waited...

Soon enough, back came my Instructor, asking me a few friendly questions about my car – was it my "daily driver", as indeed it was. How did I like the tires? Why didn't Porsche 911s have cup holders – you know, the regular stuff. We chatted and laughed a bit – but, in retrospect, all he was doing is welcoming us warmly and putting both of us at ease. And he did, not only for all that – but, too, when he told us "we" could head over to the Driver and Novice meetings. Yes! My wife was invited and welcomed to both meetings if she cared to attend. Honestly? I think it made her feel great to be included – and assuaged her fears quite a bit as well.

And stranger still, is what happened next. It's imprinted in my mind as though it happened yesterday. And to this day, I use it when I conduct Novice or new comers meetings. The Chief Instructor greeted up, and asked, "Please raise your hand if this is your FIRST DE EVER". I looked around – and quickly found out I wasn't alone as a "Newbie"; there were others there too, just like me. Next, he said calmly and confidently "Welcome! And the most nerve-wracking experience of the event is already behind you. You made it safely to the track this morning on Public Roads where most could care less about how well they drive".

It hit me. That's what Drivers Education is all about. It is all about learning, teaching, driving, having fun – and it can be a family event. If anyone tells you is not any or all of that, and more? You can tell them for me – that they are wrong. Driver Education takes place at a track, not

because we are racing, but rather, it is the absolute safest venue that provides a common roadway ("track"), facilities, and learning/teaching environment to teach us all how to drive for extended periods, at speed utilizing all facets of the cars capabilities, i.e. braking, acceleration, vehicle dynamics, weight transfer, suspension geometry, all of that - and more.

So, let me get back to the "family vacation" aspect and wrap this up for you. That event was a three day event, not unlike all of our NER Events this year. By the afternoon of the first day, my wife had found a new set of friends who weren't driving either, so they ventured outside the track to the village and discovered a few restaurants, pottery retailers, and – I believe – even a vineyard where they spent the afternoon chatting about whatever folks chat about at those times. And then, she met me back at the track.

That evening, we headed out to a little bistro she'd discovered, and had a wonderful dinner, and just talked about the day and walked about the town a bit. And we did the same the next night as well, and as our group of friends continued to expand, found other families and drivers at those same establishments – new friends, new memories and often, new things to laugh about.

So, this is why I'm dedicating this month's column to "A Three Day DE Event is the Perfect Family Vacation". Any spouse or significant other is very welcome, and be made to feel welcome, at any NER event, especially track events. If they and you are "New" to any track – let us know beforehand, as all on the NER DE Team would like to have to opportunity to recreate for you – what was an especially wonderful first time experience for Jen and me.

We hope to see you at the track soon – and if you are "new to all this", allow me the pleasure of being the first to welcome you personally!

Winter Warmer

February 12th

2017 Calendar At-A-Glance

February

12 - Winter Warmer
15 - Board Meeting
18 - Ground School
18 - Techtactics

March

5 - Photography Clinic
15 - Board Meeting

April

9 - Brian Redman
12 - Board Meeting
22 - NCR AX 1
28 - Ramble

May

7 - NER (AX School)
10 - Board Meeting
21 - NER AX 1
26-28 NER DE Thompson

June

9-11 NER DE Palmer
11 - NCR AX 2
14 - Board Meeting

July

8 - NER AX 2
12 - Board Meeting
14-16 NER DE Mt Tremblant
18-20 NER DE Calabogie
29 - NER AX 3
30 - NCR AX 3

August

9 - Board Meeting
11-13 NER DE WGI
13 - NER AX 4

September

2 - NCR AX 4
13 - Board Meeting
16/17 - ZONE 1 AX
22-24 NER DE Palmer
30 - NCR AX 5

October

11 - Board Meeting
14 - NER AX 5

November

15 - Board Meeting

December

13 - Board Meeting

Presented by...Herb Chambers Porsche of Boston, Herb Chambers, Porsche of Burlington Need a mid-winter taste of your favorite car? That's what we asked last year and we got 65 folks to come in between blizzards to Herb Chambers Porsche of Boston! We all had such a good Time that it's back on again in 2017. Join us on Sunday-February 12th starting at 11am and ending at 2pm (Address is 1172 Commonwealth Ave., Boston, Mass.) for coffee and munchies and a whole lot more, courtesy of Mr. Chambers, General Manager Ian Miller, and Leasing Manager "Racetrack Rick" Scourtas. Look at cars, meet your friends and, once everyone is there, Rick will catch us up on the latest Porsche news. There will be coffee soft drinks, and killer 6 foot sub sandwiches. Rick will also be raffling off a bunch of neat door prizes too. And who knows what else? Weather permitting take a test drive. And note that January 18 is the AFC conference championship game, so no one will be missing the game by attending our event. The event address is: 1172 Commonwealth Ave. Boston. Please RSVP at Motorsport.reg so we can plan food (and, very importantly in January, we will have your email to contact you if the event has to be cancelled or postponed due to snowy weather. Questions: contact Glenn Champagne at gchampagne@comcast.net



With teamwork comes great results

Isn't it time you started working with a winning team ...

by Marcus Collins

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Dani.Fleming@MAPropertiesOnline.com

Marcus Collins (781) 640-3597

Marcus.Collins@MAPropertiesOnline.com

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Sport
Brake
Eye
Gear Mode
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Helmet
Device
Insurance
Traction
Braking
Run
Change
Lifting
Park
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up

2017 NER Ground School

February 18th

Are you a new member of the Porsche Club? Or, perhaps, a long term member getting back into Porsche-related activities? Are you interested in expanding your Porsche experience into more exotic realms? Would you like to drive your Porsche 'spiritedly' without the risk of running afoul of the polizei?

If you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and learning to take full advantage of its capabilities, we invite you to get a head start on our 2017 track season by attending NER's Driver Education Ground School on Saturday, February 18th. This is NER's annual classroom-based introduction to our Driver Education program and again is being graciously hosted by Cody McLean of HMS Motorsport at HMS North's facility in Danvers MA. Additional information about HMS and directions to their facility can be found at www.hmsmotorsport.com.

HMS Motorsport started life as a New England regional center for performance tuning of Mustangs and BMW's, and has since grown to become the industry's leading safety equipment supplier to professional, amateur, and beginning drivers. They sell only the finest equipment that will fit the end user's needs, and pride themselves on firsthand experience with the products they sell. HMS has cultivated a devoted customer base that enjoys their honest, down to earth representatives and commitment to making track driving as safe as it can possibly be. Included in this customer base are the vast majority of NASCAR Sprint Cup, Nationwide and Camping World Truck teams, many IRL, ALMS, and Grand Am teams, as well as countless SCCA and Club-level racers and driving enthusiasts. HMS can be found at regional race tracks throughout the US for many of the summer months. They support PCA, BMWCCA, SCDA, COM, SCCA, and Ferrari Club driving events among others.

PCA's Driver Education program is the most popular activity offered by PCA and the events are for all PCA members who are licensed drivers and 18 or older. NER's Driver Education events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track Driver Education program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held, what to expect when you get to an event and, most of all, you'll learn how much fun DE'ing can be. You'll also get a copy of the presentation containing lots of useful information.

Advanced registration for this highly-popular event is strongly suggested (and will save you money). Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10 AM to Noon. At the end of the program, HMS will host a lunch. You'll also have ample time to ask questions and see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

And remember, attending this Ground School in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on track. Questions? - email Stan Corbett at tcereg@porschenet.com or call me (please, NLT 9PM) at 774-275-1621.

Who should attend? Anyone interested in improving their driving and learning about our 2017 Driver Education program.

While everyone is welcome to attend NER's 2017 Ground School, drivers participating in NER's Driver Education events must hold current memberships in PCA or another recognized car club (such as BMWCCA), have a valid driver's license and be at least 18 years old.

Registration is available through Club Registration. If you are a first-time visitor to Club Registration you will need to create a profile. This will save you time later as registrations for our DE events are also made through this site. After creating a profile search for this event selecting "Northeast Region PCA" as the club.

Cost: Early registration (by January 31st) - \$10 per person. Late/Onsite registration - \$20 per person

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:



The New England Ramble

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48 Hour of Watkins Glen
Zone 1 Autocross

Tech Inspectors for DE Events

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News from Porsche Cars NA and Porsche AG

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

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

Photography Clinic

March 5th

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

Come to our car photography clinic at Natick VFW March 5th 10am-12pm presented by our own photo expert, Richard Viard will introduce various ways to improve your photos through an easy to understand format focusing on essential tips for getting the most out of your shots. You will learn out to get out of auto mode and the essential settings for specific situations. The topics covered will include:

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

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

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

Bring your camera! Weather permitting, we will have a hands on session.

Please RSVP to Steve Ross at SLR944@AOL.COM

Refreshments will be available to all.



2017 NER Ramble



April 28 – April 30, 2017 The Equinox Resort & Spa, Manchester, VT

What is NER's Annual Spring Ramble, aside from the obvious: 140+ Porsches (some Ramblers do drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel? You'll arrive Friday (or earlier at our inviting rate), meet up with other early arrivers if you're one, and begin your social and partying activities. There are plenty of activities on the property and in the Manchester area including The Golf & Tennis Club at Equinox, hiking, horseback riding, mountain biking, Land Rover Driving Experience, Green Mountain Falconry School, Orvis Fly Fishing School, and plenty of outlet stores to visit.

On Friday from 6:00–7:30 p.m., see old friends and meet some new PCA'ers at the Welcome Reception. We'll be serving complimentary light nibbles and offer a reasonably-priced cash bar in the Manchester Room at The Equinox, www.equinoxresort.com. So come down, pick up your name tag, and say hello before you head out for dinner on your own. There are lots of great restaurants in Manchester (reservations are recommended) offering various cuisines and price points, or you can choose to eat on the property at The Marsh Tavern or The Chop House.

On Saturday morning, registration will be open from 7:00–8:45 a.m. in the Rockwell Ballroom, with continental breakfast continuing until 9:00 a.m. The drivers' meeting will convene at 8:45 a.m., after which drivers will head out on a self-guided tour to our lunch destination in Saratoga Springs via the scenic back roads of Vermont and New York. You may even find yourselves driving through a covered bridge along the route!

Following the buffet lunch, you'll embark on another enjoyable back road self-guided tour returning to The Equinox - traversing rivers and lakes, over hills and through meadows. Or, if you prefer to get back sooner to begin your partying, massage, hike or whatever, simply take the more direct route that will also be provided.

For you first timers – a hearty welcome. Your registration packet will include a detailed route to and from our lunch stop, that my wife Carol and I have travelled many times, revising and correcting along the way. Unlike most other group tours, we drive on our own (not in lock-step with a leader) though usually you'll find yourself part of a multi-car pod. Stop at an antique shop, make a pit stop, or pull off to take a photo when you want, and pick up the next pod coming down the road. Want to spend time with some different Porsche models of varying colors? Just pull off and join the next pod to come along.

At 6:00 p.m. Saturday evening, we'll meet for cocktails and hors d'oeuvres in the Rockwell Ballroom followed by a plated dinner in The Colonnade, and more socializing on your own after dinner. From 7:00–10:00 a.m. Sunday morning, a full, hot, buffet breakfast will be served in The Colonnade, after which you're on your own again to head home, or stay longer and enjoy the charms of Manchester.

We're again sponsored by the good guys at **European Performance Engineering in Natick, MA – (508) 651-1316**. Give them a call for anything from an oil change to a full street-to-track conversion.

Remember, this is a Tour, and we expect you to follow all the laws and regulations pertaining to the public roadways we'll be traveling. If you have the urge to exercise your Porsche more fully, we would highly recommend attending one of the many Driver's Education or Autocross events hosted by the Northeast Region. Imprudent or dangerous driving behavior will not be tolerated during the Ramble.

- Unless you like being on a waitlist, register early for one of the 140 rooms in our block.
- The Friday rate is for your room only and includes all taxes. Subject to availability, this same rate applies for 3 pre & post Ramble nights should you wish to extend your stay, also complimentary self-parking.

- The Saturday Package Rate includes your room, Saturday cocktail hour with hors d'oeuvres (cash bar after you've used your 1 drink ticket/person), Saturday night dinner (jackets for men), Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The resort fee is included in the room rate and includes free wireless internet, indoor heated pool, sauna & steam room, fitness center, local area shuttle, unlimited local calls, access to 855 preserve trails on Mount Equinox, and valet parking. There's also complimentary self-parking.
- Your registration fee covers the Friday Welcome Reception with light nibbles, Saturday Continental Breakfast, Lunch in Saratoga Springs, and all the other costs incurred in organizing and running the Ramble.

Main Hotel	Single	Double	Townhouse Suites*	Single	Double
Friday	\$199.40	\$199.40	Friday	\$169.40	\$169.40
Saturday package	\$349.70	\$489.01	Saturday package	\$319.70	\$459.01

**There are only 10 of these comfortable, spacious units with a kitchenette, located a 2-minute walk from the Main Hotel. They do require walking a flight of stairs to access. On the ground floor at the same price, are a similar number of Townhouse King Rooms which are smaller and without a kitchenette.*

REGISTRATION will be ONLINE this year at ClubRegistration.net

1. Type this link into your web browser: <https://clubregistration.net/events/signUp.cfm/event/7969>. You can also find the event by going to www.clubregistration.net, logging in (see #2 below to "Create Account"), and then click on "Search for Events", highlighting "Find Event" on the drop-down menu. Click on "By Date" at the left middle of the screen, type in a "Beginning Date" of 4/27/17 and an "Ending Date" of 4/30/17, and then click on "Search".
2. If you have never used ClubRegistration.net, you will need to create an account. Clicking on "Create Account" on the home page will take you to the "New Account Setup" screen where you will be asked to select a Username and Password as well as enter your First Name and Last Name. After making these entries, click "Create". This will take you to the "Profile" page where you will enter your personal information. Once you have completed your "Profile", click on "Update" (at the bottom left of the screen) to save your information. **Please enter an email address that you check frequently.**
3. After you've completed #2 above, you'll be taken to the Vehicles Page, where you should enter your information. Once you have "Saved" your vehicle information, click on "My Account" at the top of the page, and highlight "Edit Memberships" in the drop down menu. Enter "PCA", your "Region/Chapter" (we are Northeast), your "Membership Number", and click "Add".
4. The registration fee of **\$60 per person** is fully refundable through March 1 (less a \$5 administrative fee), and 50% refundable thereafter through April 7. Your Equinox reservations are cancelable with no penalty by calling them at least 3 days before arrival. **If you find it necessary to cancel your room, please do so as early as possible, to enable people on the waitlist to attend.**
5. To reserve a room, call The Equinox at (877) 854-7625 on Monday – Friday from 9:00 a.m. – 5:00 p.m., and ask to book in the "Porsche Club of New England Ramble" room block. If you call outside daily business hours, or on weekends, you'll get the central reservations line rather than the hotel staff.
6. **Please do not call The Equinox to make your reservation before you have registered online.** We will be matching registrations against the hotel-supplied rooming list on a weekly basis, and those registered will receive priority within our room block. **A room reserved without an event registration is not guaranteed.** We expect to fill up the hotel, so please make your reservations with The Equinox promptly after you have registered to avoid disappointment.
If you have any questions about online registration, or anything else about the Ramble, call Dennis Friedman at (781) 740-1660 before 10:00 p.m. or email him at dennisfriedman@comcast.net

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“What In the World is Drivers Education?!”

In short – Drivers Education allows you to learn to drive your Porsche in an instructed, controlled and safe environment. In fact, if you read my last month’s column, it fairly well describes what to expect, especially as a “first timer”. Drivers Education, indeed, as an experience unlike any other PCA organized event.

From a technical perspective, Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on tracks in a safe, controlled and fun environment. Typical DE events are typically run over 1, 2 or 3 days, and for the NER 2017 season, all are three days. (Well, I say but one of the events will have a 1-day Advanced Day – our first event at Palmer this year.)

Based on your experience at previous organized DE Events, drivers are assigned to one of four or five run groups divided by

skill level. Each day is separated into separate sets of run groups so all drivers are on track 4 times per day for 20 to 30 minutes each time. To ensure maximum safety and fun you’re placed in a run group with other drivers with similar experience and skill levels.

In the beginner and novice (Green and Yellow) run groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing or preparation for racing. Prescribed passing zones and rules and codes of conduct add to the overall learning environment. Additionally, even before the newer folks “hit the track”, there is a classroom session to help you feel more comfortable with how everything is done – and there, you will meet and get to know others who are part of your run group. That classroom is the time and place to ask and have answered any questions you may have about the day

and the event.

As you proceed advancing through the DE curriculum and become more proficient with your driving skill set, DE quite often becomes a lifestyle throughout the summer and in fact year ‘round. Waking moments are spent at the track, or thinking about the next time there. We live for the rush of adrenaline that comes from moments like touching 150 mph just before jumping on the brakes at the “bus stop” at Watkins Glen. Or, allowing the car to drift out to the turn-in at the end of the front straight before powering over a blind cresting apex at Mont Tremblant. Just as importantly, highpoints of seasons at DE events include laughs with new and old friends over the events of the day, or instructors sharing what they’ve learned and watching the smile of new students as they discover what they and their car are really capable of. Yes -some are true DE addict while others attend only a few a days a year, and enjoy

building their competency and letting the car do what it was built to do.

For this 2017 season we've lined up some terrific tracks and events starting off with Thomson, where the first morning of the three day event is dedicated to Novice introductions and basic skill. Next, we go to Palmer Motorsports; and then next on the calendar is what I refer to as "The Canada Get-Away" (three days at Le Circuit Mont-Tremblant during the International Blues Festival, and then followed up with three days at Calabogie!). And of course, we have our landmark 3-day event at Watkins Glen. And finally, we conclude our season in September, once again returning to Palmer Motorsports.

What's new, or continuing, for 2017?

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 25 days of driving on a range of various tracks; including a return to Limerock Park and the opportunity to drive Calabogie, which we've added back into our schedule this year.

As well, NER was the first PCA region to adopt an "On-Line Drivers Pack", which was hugely successful at our final event last year. We will definitely continue that in 2017, as it allows you to study the track map, learn the flags and passing zones before you arrive at the track!

New for 2017 is a dedicated Professional Coach who will be in attendance at each of our events. Lee Carpentier is recognized throughout the professional and racing world as one of the predominant coaches in the business, and he will be available to any and all solo students. Further, Lee and our own Peter Tracy and NCR Instructor Penn Young are developing an educational curriculum for all students – both instructed and solo students alike.

As well, for the first time, NER has named and has a designated "Instructor At Large", Moe Auger. Moe will be primarily focused on working in-car with intermediate solo students throughout the season. I believe NER is, once again – the only region to designate a named instructor for "solo" students.

Finally, we won't forget the social nature of Driver Education! The NER Social Chair Adrienne Ross is pulling together some plans for a couple of "Swinging

Soirees" at several of the events, and too, some simpler fare at the remaining events.

NER Ground School

If you are new to DE, we hold a "Ground School" at HMS (Danvers) where you can meet members of the track committee, other new drivers, and have your personal questions answered. It's a terrific way to sit back, relax – and understand if DE is right for you! This year, we will also be discussing not only DE, but as well, our Auto-X program to assist you in determining which, or both! – could be right for you. This is being held on February 18th – and please try to register before attending – as it helps us determine seating, coffee, donuts – and well, "the essentials"...!

Watch the NER and NCR Websites

While NER and NCR email information to registered drivers the web site should be checked periodically for new and updated information. For example the rates and reservation information for the Mont Tremblant hotels with which we negotiate special rates will be posted on the web site at the "DE Event Information" page. In fact, if you "bookmark" that page – we will post information before each event!

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

Hey – you actually made it THIS FAR into this article? CONGRATS!!!

Now, if you want more detail, keep reading....

Who can drive in a PCA Driver Education event?

Both NER & NCR regions have the same basic requirements:

- You must be 18 years or older
- You must be a currently licensed driver
- You must not be under the influence of drowsiness-inducing or mind altering substances (prescribed or not) prior to or during the event.

- You must be a member of PCA or another recognized car club (such as the BMWCCA).

What can you drive at a PCA Driver Education event?

Both regions accept any Porsche vehicle and also accept any non-Porsche driven by a PCA member, or member of another car club recognized by NER. Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are: All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with roll over protection (roll bar or roll cage).

Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have at least 3-point seat belts. For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints for both driver and passenger. Also be aware that many tracks have dB (noise) limits — a modified exhaust may not be acceptable at all tracks.

What else is needed?

Both regions require that your vehicle be given a pre-track Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable NER and NCR tech forms and a list of recognized inspector scan be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not negate the vehicle's driver/owner responsibility for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

Techtactics East 2017

Feb 18 & 19

Tech Tactics East will be held at the Porsche Cars North America training facility in Easton, PA on Saturday, February 18, and Sunday, February 19, 2017. Each day contains presentations from the same outstanding speakers. The feature presenter this year will be custom car builder Rob Ida of Rob Ida Concepts who will have his one of his latest Porsche builds, one of which was the hit of the SEMA show. PCNA will give presentations on the 718 Cayman and the new Panamera, along with other new-car technologies. It wouldn't be a Tech Tactics without Jim Newton of Automobiles Associates. Members of the PCA Technical Committee will be on hand, including restoration guru John Paterek, front-engined Porsche expert George Beuselink, newest Tech Committee focal Pedro Bonilla of Pedro's Garage fame, and Tony Callas of Callas Rennsport, as well as other featured speakers like Dom Miliano, Nathan Werz and representatives from companies such as PFC Brakes, Michelin, Griot's Garage and much more. The event is limited to 125 entrants per day. The registration fee of \$65 includes a continental breakfast, lunch, and complementary Tech Tactics tee-shirt.

Registration will open at noon EST on January 27 at the links below.

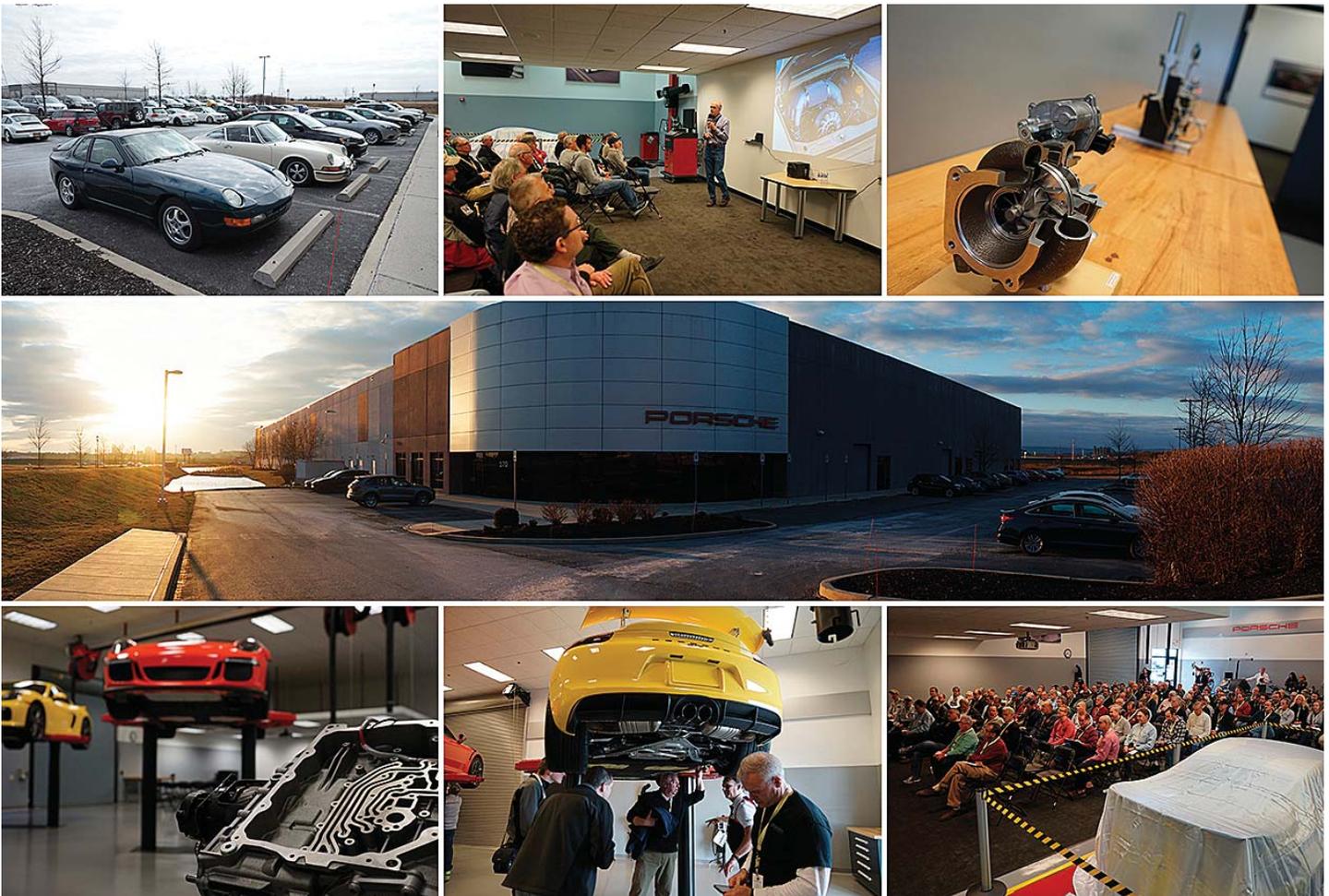
Saturday Registration (Feb. 18)

<http://www.motorsportreg.com/events/pca-national-tech-tactics-saturday-february-18-porsche-training-facility-060695>

Sunday Registration (Feb. 19)

<http://www.motorsportreg.com/events/pca-national-tech-tactics-sunday-february-19-porsche-training-facility-979575>

For any questions, please feel free to contact Steve Hoffman, National Technical Committee Chair.



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NER 2017 Gala at the Museum of Science

If you didn't make the annual Gala this year - you missed it! But due to the first blizzard of the season, so you were not alone. Over 180 members and significant others registered for the event - one of the highest ever! The Museum of Science in Boston provided a big change in venue for us, along with a new format that included an extended happy hour and a buffet dinner catered by Wolfgang Puck Catering.

A proud moment for the club announced our donation of \$5,000 to the club's official charity Homes For Our Troops (<https://www.hfotusa.org/>).

The event required a herculean effort from all those volunteers to make this event happen. On the behalf of the NER board of directors, thank you for those long hours, countless meetings, and seemingly endless detail.



President Anderson, Jen Pellegrino, Bruce Haube, Ann Anderson, and Joyce Brinton. Photo Courtesy Glenn Champagne

Copy by Glenn Champagne, Photos as Marked



Photo Courtesy Richard Viard



Photo Courtesy Richard Viard Richard wins Enthusiast of the Year



Michelle Wang, and Dick Anderson Photo Courtesy Glenn Champagne



Photo Courtesy Richard Viard Richard wins Enthusiast of the Year



Lisa Wins AXI! Photo Courtesy Richard Viard



Photo Courtesy Richard Viard Auto Cross Winners



Scruffy and Susan Photo Courtesy Richard Viard



Having fun! Photo Courtesy Richard Viard



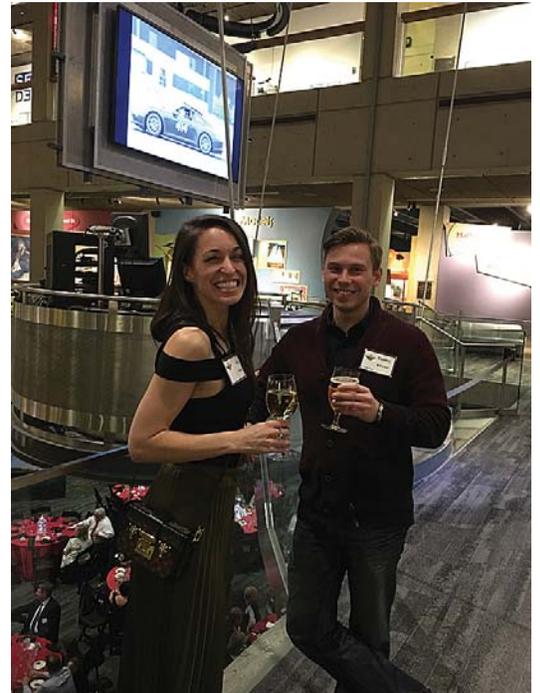
AX Winners! Photo Courtesy Richard Viard



AX Silliness, and winners Photo Courtesy Richard Viard



Bill Seymour and Rosemary Driscoll. Photo Courtesy Richard Viard



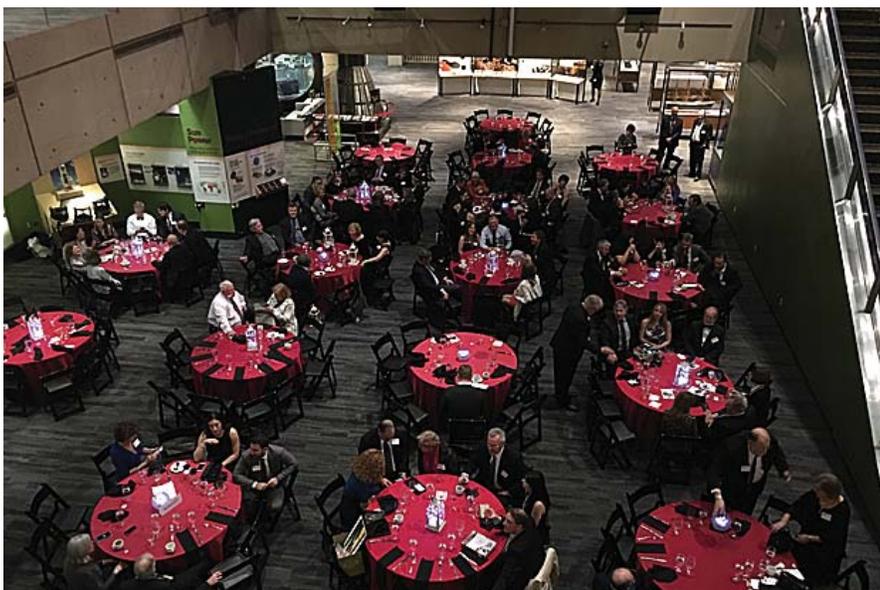
Chillin and watching DE videos! Photo Courtesy Richard Viard



More fun! Photo Courtesy Richard Viard



Going up? Photo Courtesy Richard Viard



The room at MoS Photo Courtesy Richard Viard

My son, Paul, is a senior film student at Emerson College in Boston. He applied some time ago, and was accepted to participate in a special semester at the Emerson satellite campus in Hollywood, where he'll also do an internship with a well-known film production company called FilmNation. We're quite proud of him. My wife, Ellen (his stepmother) and I flew out with him in January to help with the move and getting him settled in. For parents of college students, think visits to Bed, Bath and Beyond - only with palm trees!

Since we were going to be out there, it only made sense to take a few extra days as a little vacation for ourselves. I was brainstorming ideas - museums, studio tours and the like - when it hit me - the new Porsche Experience Center had just opened up out there! I quick look at their website convinced me I needed to check it out, and fortunately - like many of us Porsche enthusiasts - I have a very loving and understanding spouse, who gave me her blessings. Thanks, honey!

I booked a session on a driving simulator, made reservations for lunch on site, and signed up for 90 minutes of instructor-led driving in a new 718 Boxster. As a first time Porsche owner of a first generation 986, I was curious to experience the new car - especially the controversial (to some) four cylinder, turbocharged engine.

PEC LA is located in Carson, about 18 miles south of downtown LA - at the intersection of the 110 and 405 freeways. It's very convenient from LAX airport. Due to the well known LA traffic, I recommend booking activities mid-day during the week, or on the weekend.

The facility is brand new, and being Porsche, is decidedly high-end. We were greeted warmly at the front desk and giving the lay of the land to explore while waiting for the simulator.

The lobby has a selection of renowned Porsche road and race cars on display, and also a view of the immaculate Porsche Motorsports garage - where more race cars are displayed or being worked on.

NER PCA Member Goes to Porsche Experience Center in Los Angeles

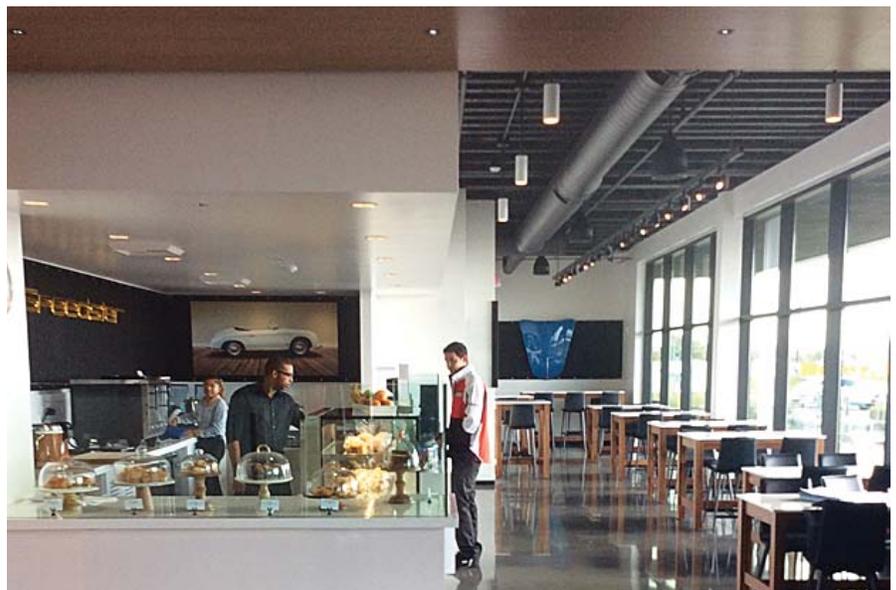
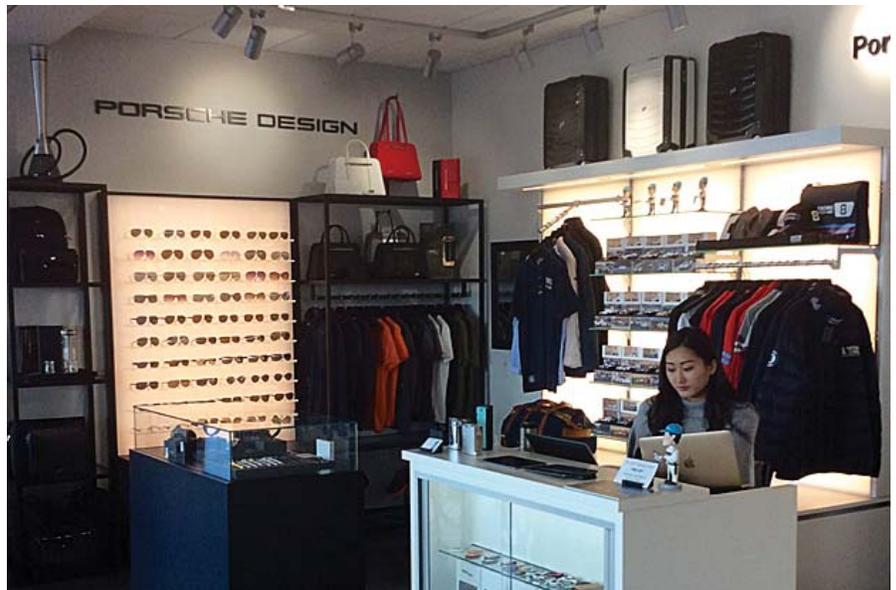


We also had time to peruse the retail boutique, where I picked up a nice t-shirt (remember to bring your PCA member card for a 10% discount). Next to the shop is a casual dining area, and directly outside a nice patio for visitors to view the action on the driving modules. Ellen announced she would be very comfortable waiting there.

At the appointed time I was escorted into the driving simulator room, where I had booked 30 minutes for \$35. While at first glance it appeared to be no more than a fancy video game, I quickly discovered it was way more. You could choose from a wide variety of tracks based on real world venues, including one that was the PEC road course that I thought I should practice. A choice of current model cars was also available, and I chose my ride of the day - the 718. The feedback through the steering wheel, gas and brake pedals was like no video driving game, and felt like a real car with bumps and realistic engine sounds. I found it very difficult to get the hang of, although my instructor said I did better than most. It did not feel like when I careened my car into the guardrail - hopefully, not a harbinger of things to come?!

Then it was time for lunch at the upscale 917 Restaurant on the second floor, with a great view of the course and the cars being prepared for other drivers. I ordered a burger, and it may have been the best one I've ever eaten. Another cool touch was the pats of butter shaped like 911's.

Finally, it was time for my driving session. I was introduced to my instructor, Gavin, a former stunt/show car driver from Australia. He was fantastic - so friendly and enthusiastic. He insisted on sitting down in the cafe and getting to know me before we drove. What were my interests and what did I hope to accomplish today? I explained I drove a 986 (he loved them), hoped to pick up a few driving skill tips, and mostly to have fun while evaluating the 718. He immediately was thrilled to learn I picked the 718 Base as he said we would be able to explore most of its capabilities. In fact, he said many people choose GT3, GT4, 911 Turbo models - while fantastic cars, can not really be pushed in this limited environment. He mentioned that some people do try to push them, and quickly get scared and hoping they remembered to check off the insurance waiver box when registering (\$50 limits



your liability to \$2,000, it's \$10,000 without).

Gavin began by "fitting" me to the car by selecting the proper seating position - which is much closer to the wheel than most select themselves. The knees should be slightly bent when the feet are on the gas or brake pedal. Then he established the proper 9-3 position on the wheel, and the proper "light" grip.

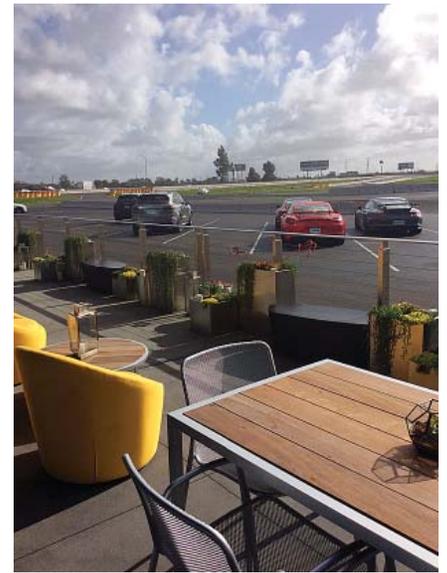
Then he took the wheel first on the road course and drove at 50%, showing me the proper braking and acceleration points, and then a lap at 75% (felt like more to me) showing the racing line and apexes. Then it was my turn! We began on a short slalom course, and an emergency avoidance maneuver. Gavin asked me if I had done this before, and I answered I was a novice Autocrosser. He loved that, and said it was the best and safest way to learn handling - so newbies, sign up for PCA Autocross School in the Spring -it's a hoot that anyone can do!

Next it was onto some of the other driving modules with wet, polished concrete surfaces to learn car control - the skid pad, low speed turning, ice hill, and kick plate. These I found quite difficult to master, as the surface is as slippery as ice - maybe even more so. You WILL spin the car around and you MAY feel a little nauseous afterwards - I did (although, thankfully, there was no need for any interior detailing - if you know what I mean?).

They also have a 1/4 mile acceleration straight, where we practiced a little manual launch control (my car did not have Sports Chrono). I hit 110mph on my best run - woo hoo! But it was the 1.2 mile road course where the real fun was, in my opinion. Once Gavin felt he could trust me, he said I could push it as hard as I wanted - say no more! 90 minutes is a lot of time on the modules, and well worth the cost (\$385 for the base 718, obviously more for other models).

I found the 718 to be a fantastic machine. It's way faster and more refined than my 14 year old 986 - that goes without saying. The turbo four has much low end grunt - stamp on it and it does go. I didn't notice any turbo lag, although I've read some do. The PDK transmission was also new to me. While I'll forever be a three pedal guy (Save the Manuals), there is much to be said for the lightning quick upshifts, and intuitive downshifts in full Auto mode. If you simply want to go as fast as possible, this is the gearbox for you.

Many people have been critical of the engine sound and exhaust note of the four cylinder, especially compared to the classic NA flat six. I found it different - not bad, and



definitely sounding like a sports car with a rough and deep growl. But not as soul satisfying as the flat six "wail" that my 986 gives - especially over 4-5k rpm.

Finally, it was time for my day to come to an end. I was literally sweating due to the focus and exertion needed to push this little car around the course. I'll never forget it, and highly recommend it. Remember, there is also a PCE in Atlanta, if you can't make it to the west coast.

Oh, by the way. Here is a shot from right outside of my son's dorm room at Emerson LA. College sure has changed since I went to school!





Porsche is expanding the 911 product line with the GTS models. From March 2017, a total of five variants will be available in Germany: the 911 Carrera GTS with rear-wheel drive, the 911 Carrera 4 GTS with all-wheel drive – both of the above available as a Coupé and Cabriolet – and the 911 Targa 4 GTS with all-wheel drive. A newly developed turbocharger for 3.0-litre six-cylinder flat engine increases power to 331 kW

(450 PS). The engine delivers 22 kW (30 hp) more than the 911 Carrera S and 15 kW (20 hp) more than the corresponding GTS prior model with a naturally aspirated engine. All variants are available with a manual seven-gear transmission or optional Porsche Doppelkupplung (PDK).

More power for more performance
The maximum torque of 550 Nm provides even better acceleration and elasticity figures. The torque is available

between 2150 and 5000 rpm. Porsche Active Suspension Management (PASM) is included as standard on all GTS models. The GTS Coupés feature the PASM sports chassis, which lowers the body by ten millimetres. The fastest sprinter in the family is the 911 Carrera 4 GTS Coupé: With Porsche Doppelkupplung (PDK) and the Sport Chrono Package as standard, it races from zero to 100 km/h in 3.6 seconds. All GTS models feature a top speed in excess of 300 km/h. The



Copy and Photos by Porsche DE

frontrunner at 312 km/h is the Coupé with manual transmission and rear-wheel drive.

Despite the increase in performance, the GTS remains efficient – the 911 Carrera GTS with PDK, for example, consumes only 8.3 l/100 km according to the NEDC. This corresponds to CO2 emissions of 188 g/km.

Typical GTS: Numerous black elements both inside and out

The GTS models stand out within the

911 model line not only in terms of technology, but also in their visual design: All of the vehicles are based on the wide all-wheel-drive chassis, which measures 1852 mm even on the rear-wheel-drive models. The new Sport Design front apron emphasises the sporty character. The front end is aerodynamically optimised. A low front spoiler and increased rear spoiler extension height further reduce the lift forces on the front and rear axle compared to the Car-

ra S models. On the rear, the GTS is unmistakable: smoked tail lights, silk-gloss black air intake grille and central black twin tailpipes of the sports exhaust system, which is included as standard. A new black trim strip between the tail lights characterises the rear-wheel-drive models. The light strip is reserved for the all-wheel-drive models. Sport Design exterior mirrors, 20-inch wheels with central locking device painted in silk-gloss black, plus GTS logos on the doors complete the side view. The characteristic Targa bar, which is supplied in black for the first time on the GTS, also lends the 911 Targa a particularly distinctive look.

New Porsche Track Precision app and high-quality equipment

GTS genes also shape the interior. The stopwatch of the Sport Chrono Package is integrated as a central component of the dashboard. The Porsche Track Precision app has been further enhanced specially to coincide with the market launch of the GTS models. Its features include automatic recording, detailed display and analysis of driving data on a smartphone. GTS passengers sit on Alcantara seats with a new stitching pattern. The Sports seats Plus with GTS logos on the headrests can be adjusted in 4-ways electrically and provide increased lateral support and comfort. Other features include brushed, black anodised aluminium trim strips on the instrument cluster as well as a high proportion of Alcantara, which can be found on the steering wheel rim, centre console and armrests.

A New Addition to the 911 Family

Gas leaks seem to travel in pairs too. The Speedster always smells a little like gas as the car does not have the sealed system that modern day cars have and fuel evaporates from the carbs as it sits in the garage. The '72 911 has the same plumbing, or lack thereof, and it also has that 'old car smell'.

The 911 has an electric fuel pump and while it only operates at 3-4 psi it will test the fuel line connections every time the key is turned. A hose clamp failed that test last year but it only took a few minutes to tighten the clamp. Apparently feeling left out, the Speedster began to drip gas at the fuel pump a week later and required that the pump be rebuilt before it would stop. Not a big job but again the timing seemed strange.

Another matched set of ills showed up when the Speedster was ready to come out of the Barn in 2012. The master brake cylinder began to leak when it was up on the lift which put a drip onto the BMW below it. There was a car cover on the car below so there was no damage and it was easier to throw out the cover than to try to clean it, there is nothing worse than spilled brake fluid. However when I backed the BMW out that Spring it also had a brake problem. It was a seized piston in a front caliper causing the brake to drag on that corner. I can certainly understand why one would seize from lack of use, nothing hurts a car more than not using it, but why would a master cylinder begin to leak when there was no pressure applied? I think these guys had been talking. Strange.

Another ongoing service item on my cars have been lights. It may be due to the length of time that I keep cars or the fact that I tend to upgrade lighting when available. Certainly bulbs burn out over time but I think there has been some discussion in the garage late at night when I'm not there.

One of the tail lights on the wife's car failed last year and since it is an LED, while only a few of the little points had failed, the entire unit had to be replaced at a cost of \$270. No more \$2 light bulbs in modern cars. I was impressed with the results and decided to upgrade the Audi RS4 turn signals to LED bulbs. The bulbs were less than \$10 but it took a little work because

the low current draw made the car throw a light out warning signal. The solution was to wire a small resistor into the circuit to fool the sensor into thinking the standard bulb was still in place. Replacement tail light units for the 356 using LEDs became available about the same time and that made for a much brighter brake light for following drivers, long a weak point for our Tubs. I replaced the 6 volt candle like bulbs with new fixtures.



With three cars sporting bright new lights the 30 year old BMW in the garage had two bulbs go bad a week later. They just burned out due to age I know but it really did seem like it was asking for some lighting attention along with everybody else. Strange.

I know that it's beginning to sound like the cars in my garage need almost constant attention but that really isn't true. I give them constant attention but, they don't really need it. In fact, I have the feeling that if I just ignored them like most car owners, they would be just fine. But then what would I do for entertainment? Every car guy likes to tinker, right?

One last comment just to see if anyone reads this stuff to the end, besides it pertains to activity in the garage;

For years I have used dCON Bait Bits (pellets) to keep the mouse population away from the garage and out of the snow plow parked in the woods all year. They used to come in a little tray with a cover like the plastic on a cottage cheese container. Peel back the plastic, put it under the seat in the Toyotaplow truck or inside

the garage door and they will find it. I use four small trays per year and tend to buy a couple of boxes every other year at the local hardware store. I just leave them out and they last all year. They were priced at about \$8 per box of 4 trays. The best part was the fact that the pellets caused the critters to seek out water which made them exit the garage looking for a drink. That meant there was nothing to disturb the "old car smell" in the garage and there was no funeral service required. I did have a couple expire inside the plow truck but I just drove it with the windows down for a bit and it was fine.

I went to the local hardware store, actually four hardware stores, last week to discover that the EPA (not a car guys friend) has decided that such easy access to the pellets are dangerous to children and pets (hasn't it always been dangerous?) and they have banned their use. Now you can only buy mouse traps in the stores that prevent access to the actual pellets which are protected in what is now called a mouse catcher. They hold just a few pellets and are priced at \$16 for 4 little "catchers" that will only catch one mouse each and then must be discarded. Old fashioned spring loaded traps and sticky sheets are still there but they have to be unloaded every day if they're doing their job and I don't find them as convenient as the pellets. Replacement pellets are available on the internet, otherwise known as the black market, but the same number of trays I paid \$8 for are now \$229. A perfect example of big brother protecting people who aren't smart enough to protect themselves at a huge cost to the rest of us. Thoughts, comments? My editor is waiting to hear from you!

KTF

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Penn Young (*will be doing NCR DE classroom instruction in 2017*)

At first I went to the usual realm of fantasy cars (which would be MB 300 SL convertible, McLaren F1 and Volvo 245 wagon). But then my answer to the real world version is 996 Twin Turbo, E46 generation BMW M3 and a 245 Volvo wagon. The Turbo and the M3 because they are still fairly old-school in terms of electronics and offer year round daily drivability with significant track chops. The Volvo because I learned to drive on a Volvo wagon, have had many over the years and dearly miss them. I'll buy one in a heartbeat if anybody has one for sale, by the way.

Your faithful scribe

Just as my correspondents are specifying much of what they currently own, my answers also don't stray too far from

the current fleet. I need: 1) something for Rosemary to drive that we can use for trips, 2) something that is fun but that I can drive in the winter and 3) something that is pure fun (DE and autocross). Starting with the plebian, and demonstrating my security in my manhood, I vote for a mini-van. Our Honda Odyssey is aging so I'd get either a Chrysler Pacifica (and since money isn't an object here I'd get the fancy one with heated second row seats so that maybe I could get the other Bakin' team members who sit in them to respond to my email requests) or wait for the 2018 Odyssey. The current one does 0 - 60 in 7.9 seconds (according to the AIM Solo), 27 mpg at 75mph, holds 6 adults comfortably, pulls a light race car on an aluminum trailer and acts like a pickup truck when you take out the middle seats. Plus it doesn't bother my sciatica on a long trip.

For the fun but slightly practical I'll agree with Dennis and take a GT4. The only problem is that you really want the nice seats but they would be gruesome for getting in and out as a daily driver. I really want to stick with a manual and the GT4 seems to be a little simpler so that old guys like me won't get tech overload. I doubt that I could get one with a heated steering wheel but I'm willing to sacrifice.

And for the straight fun, why not a new Caterham? I'll admit to some confusion as to exactly what models are now available and which might be best for my purposes (I think the model 420 with 220 hp for its 1,300 pounds looks about right) - but what would be better as a car that you could drive to an autocross? I have had my Caterham (a 1989) on the track and admit that I had some misgivings about how well it would fare in a shunt. But I think I could suck it up and drive it at Thompson, NHMS and (carefully) Palmer. And remember I would have the GT4 to go to Watkins Glen.

So there you have it. Except for the "only one car question" that only Dennis took a swing at. And he was right! If it came down to just one I think I could talk Rosemary into putting up with a Macan.

But your mileage may vary. If anyone(s) wants to correct these musings then send me your thoughts (activities@porschenet.com). Maybe I could milk that for another column!

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November Minutes -- continued from page 13

promote club involvement and I am working to resurrect the "Goodie Store".

So after anticipation of a long afternoon hammering out details of club activities for 2017, the meeting was adjourned at 1:55 PM giving us plenty of time to get home to watch the Steelers – Chiefs game. The next board meeting will be held on the 15th of February, hosted by Robert at the Mount Wachusett Ski Area.

Word on the Street - continued from page 11

tonomous or driver assisted technology in the future?

It's a ton of fun driving the 911 on one of those winding country roads, but it's not so exciting leaving Boston's financial district or Cambridge at 5:20, monotonously exercising the left leg and clutch while achieving blistering speeds of 14 mph for 65 minutes. However, I might consider giving up a little control for moments when driving is more of a pain than pleasure.

Earlier, I mentioned two reasons that the Robb Report article caught my attention. The article played an advertisement video for Patek Philippe watches. Some argue that these mostly mechanical watches are the finest time pieces in the world. Each moving piece inside the watch precisely made and assembled. It is not uncommon for Patek Philippe watches made 20-50 years ago to still be working and selling for a five digit number. Remind you of anything? But the video starts out with what appears to be a father driving a 356 with his young son down a California coastal highway. The tag line of the video is: "You never actually own a Patek Philippe. You merely look after it for the next generation". One could very easily substitute Patek Phippe with Porsche. But with a driverless Porsche? Not priceless.

the corner. We're prepared for this and are massively expanding our software capabilities." Porsche CTO, Dirk Lappe. Does this imply that Porsche might introduce some autonomous or driver assisted technology in the future?

It's a ton of fun driving the 911 on one of those winding country roads, but it's not so exciting leaving Boston's financial

2012 Porsche Cayenne OEM Factory Genuine 18" Wheels and Tires (4) with the Tire Pressure Monitoring System (TPMS) in the wheels; Original to the vehicle, not replacement sensors. Wheels are in great condition without any major scratches or dings. Wheels have a painted Porsche center cap. Continental Mud and Snow tires with 50% wear. \$1200.00. msceppa944@aol.com 617-620-2500 or 802-422-6637 (2/17)

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district or Cambridge at 5:20, monotonously exercising the left leg and clutch while achieving blistering speeds of 14 mph for 65 minutes. However, I might consider giving up a little control for moments when driving is more of a pain than pleasure.

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One Track Mind - continued from page 7

will President Trump tweet?

We'll all know the answer to these sports and politics questions before this issue reaches your hands. January turns out to be quite an eventful month!

Don't forget to check out our facebook page to ease Porsche "withdrawal symptoms" over the winter months.

Until next month . . .

Sterling Vernon - continued from page 12

but does it ever teach you new things about car control. I had a great time and enjoyed the company of some of the wonderful people we are blessed with in the Porsche Club. As they say, membership has it's privileges.

New Members

NER Board of Directors

President

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

Vice President - Administrative

Glenn Champagne
30 Frances Street
Needham, MA 02492
Admin@PorscheNet.com
339-225-9825

Vice President - Activities

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

Treasurer

Robert Sorkin

Secretary

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

Membership

310 Sneece Pond Road
Cumberland, RI 02864
sterlingvernon@gmail.com
401.333.8508

NOR'EASTER Editor

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

Past President

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

Committee Chairs

Chair - Autocross

Bill Seymour
AutoCrossChair@PorscheNet.com

Chair - Concours d'Elegance

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

Registration - Autocross

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

Chair - Driver Education

John Dunkle
603-553-0307; trackchair@PorscheNet.com

Registration - Driver Education

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

DE Tech

Chip Wood
Chip52859@comcast.net

Chief Driving Instructor - Driver Education

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

Instructor Development - Driver Education

Ann Anderson
H: 978-474-0898, M: 617-593-7545
Ann.Anderson819@gmail.com

Zone 1 Representative

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

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