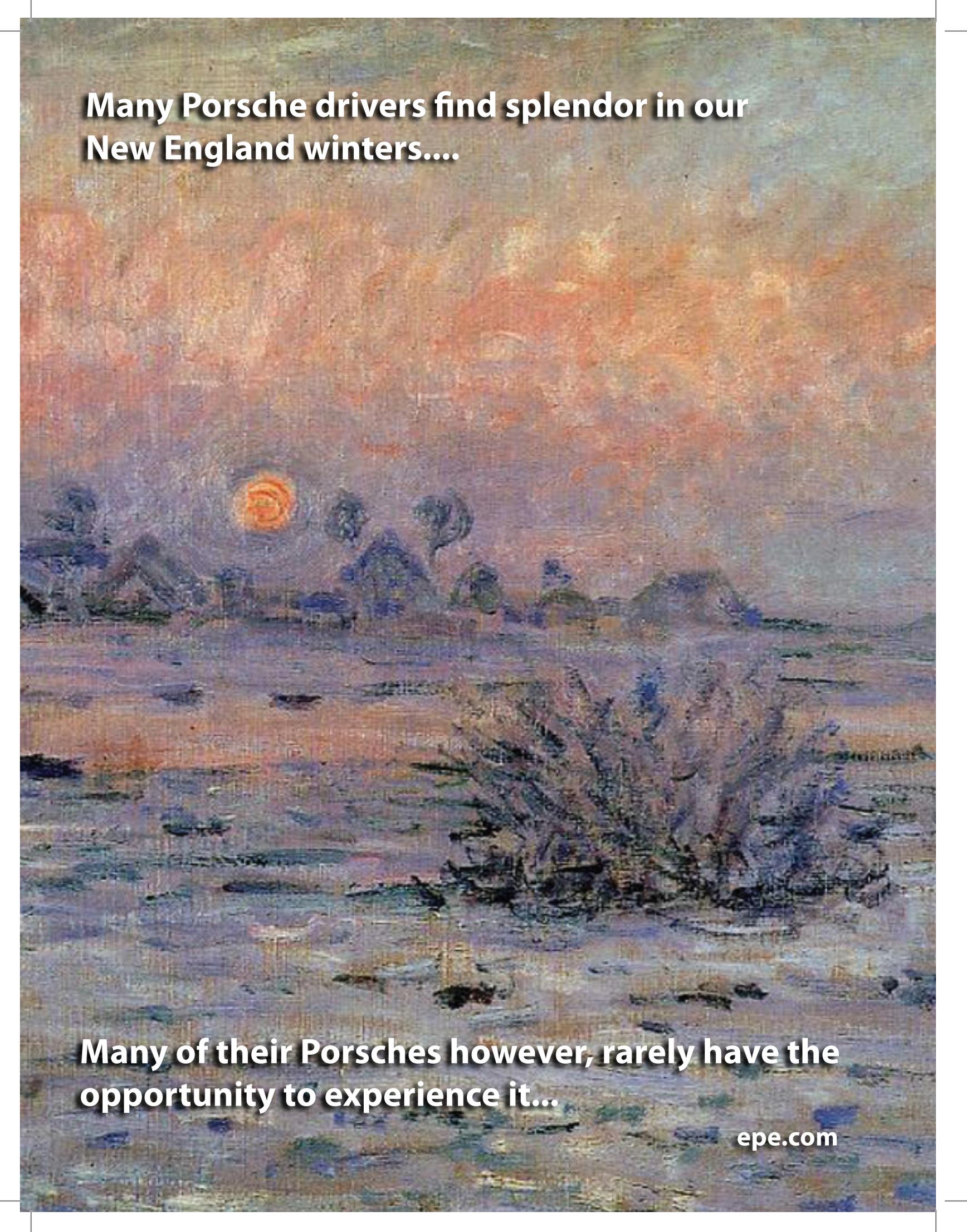




THE NOR'EASTER

NOVEMBER 2017 NOVEMBER 2017 NOVEMBER 2017 NOVEMBER 2017 NOVEMBER 2017 NOVEMBER 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 scene is dominated by a vast, snow-covered field in the foreground and middle ground. A path or road winds through the snow, leading towards a line of trees in the distance. The sky is a mix of soft, hazy colors, including pinks, oranges, and purples, suggesting a sunrise or sunset. A bright, circular light source, possibly the sun or moon, is visible in the sky, casting a glow. The overall style is impressionistic, with visible brushstrokes and a focus on light and color.

**Many Porsche drivers find splendor in our
New England winters....**

**Many of their Porsches however, rarely have the
opportunity to experience it...**

epe.com

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

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

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



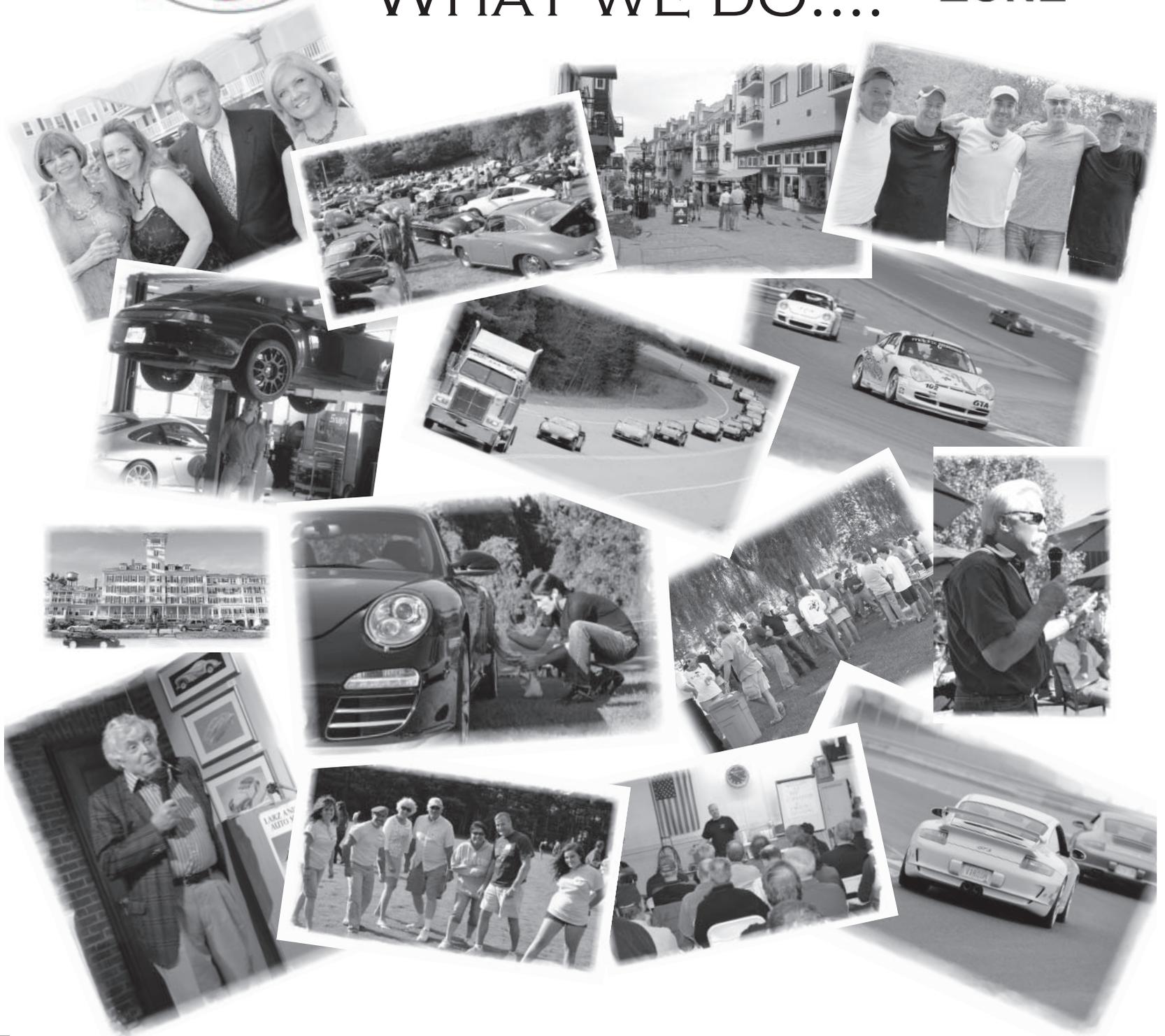
WHO WE ARE....

PORSCHE

BI



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 45
ISSUE NO. 11

BER2017NOVEMBER2017NOVEMBER2017NOVEMBER2017NOVEMBER2017NOVEMBER2017NOVEMBER2017NOVEI

FEATURES

11 *Ramble Announcement!*

12 NER Annual Gala

14 *What I did on the Last Week of October*

16 *Two Track Tales*

16 NER AX #5 (and End-of-Season Party!)

28 Around the World in 80 Days with the Porsche World Expedition 2018



14



16



28

DEPARTMENTS

- 8 Anniversaries
- 10 Calendar
- 33 Marketplace
- 34 New Members
- 34 Board of Directors and Committee Chairs

COLUMNS

- 6 On the Edge
- 7 Four Speeds & Drum Brakes
- 8 Minutes
- 9 Off Line

COVER

Cover Photo
Courtesy
Richard Viard



The NOR'EASTER (ISSN:0199-4425) is published monthly for an annual fee of \$15.00 by The Porsche Club of America, Northeast Region, 104 Wenham St. Danvers, MA 01923. Business and Editorial Offices: 104 Wenham St. Danvers, MA 01923. Periodicals postage is paid at Danvers, MA (01923) and additional mailing offices.

Postmaster: Send address changes to:
The NOR'EASTER
104 Wenham St.
Danvers, MA 01923

All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full credit is given the NOR'EASTER and the author. No material may be reproduced if the NOR'EASTER was given the right to publish another publication's material. They reserve all rights to that material.
Editor Adrienne Ross
Graphic Designer Adrienne Ross
Copy Editor -
Advertising Mgr. Adrienne Ross
Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%),

six months (10%), and one year (15%). Copy should be supplied photo ready or equivalent. All advertising inquiries and all advertising copy should be submitted to: Adrienne Ross 791-249-5091 (business hours please). All checks payable to NER/PCA
Advertising Rates
Full page - \$104/issue
Inside front & back cover, full pg. - \$144/issue
Back cover, 2/3 pg. - \$114/issue
Half page - \$83/issue;
One third page - \$68/issue
Quarter page - \$52/issue
Business card - \$37/issue

www.porschenet.com



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

Writing and opinions expressed by the contributors in The NOR'EASTER do not necessarily represent those of the Porsche Club of America, or any of their subsidiaries, or regions.

On the Edge

of a Good Talk



Adrienne Ross

There have been so many great stories submitted to me during my tenor as Editor. The first one that stands out distinctly was by a gentleman who told me his Porsche had saved his marriage. He was going to sell it because he didn't have time, and frankly it wasn't looking good for his marriage at the time.

He had chosen a date to sell on the Monday following, but had some blessedly free time to spend in it on the Sunday preceding. He asked his wife if she'd like to go for a ride, and she accepted. Once they got on the road, they started to talk, really

I asked him, "Who was the funniest person in Formula One?" He responded, "Formula One isn't fun."

talk about what was going on between them. Hours flew by, and when they pulled back into the driveway there was a spark of hope.

The Porsche did not go up for sale that Monday, but he did make time for them to take a drive on Sunday afternoons. The more they drove, the more they talked, the more they talked, the better they were together. In the end, everything stayed. The car remained in the garage, and the marriage was patched, and stronger than ever. They continued their journeys, together.

Another car saving piece was about a different family, a boy, his Dad, and their Boxster. The son it seemed was missing a considerable part of his brain, and the father would take him to Emerson hospital quite often. When it was warm enough, they took the Boxster, top down, and the son would smile and laugh with the wind in his hair. That made the father so happy to be able to do that for him, and feel very blessed to have that Boxster.

Mike Kerouac produced story after story of his adventures with cars. You may remember his well-documented Treffen to Germany, or the painful, sometimes hilarious adventures in restoring 3 356's, one a

famous race car.

Mike raced in the Ferrari circuit, and try as I might to make him come race Lambo's with me, he always passed.

Of course I can't forget the intrepid and spirited Roger Slocum. He has single handedly taken on the duties as host of his monthly SoBo meet-up, and consistently provided me with a story and photos! Thanks Roger, for all your hard work writing, and organizing!

I covered in the last piece the interviews I got to do over the years. One that wasn't published was my chat with Garth Stein, the author of Racing in the Rain. Garth was a great interview, a rabid Porsche fan, and member of the club. His son goes to a college in Boston. And he visits quite often. I tried to organize a speaker event for him and the club, but it never seemed to come together.

Of all the folks I got to meet with I think David Hobbs was my favorite. David was a very no nonsense kind of guy. He was friendly, but to the point. We talked about the F1 paddock, his racing career, his sports announcing career, and his car dealerships. I asked him, "Who was the funniest person in Formula One?" He responded, "Formula One isn't fun." Yup, that about sums David up.

There were many more. Will Turner was my first interview. He was warm, and kind, and full of stories. Andy Lally and I have talked on a few occasions, the last time he won the Daytona 24 was the last I think.

It's been a good ride as your intrepid reporter. I've really enjoyed those stories and interviews. I encourage you to keep em coming to the website. It's your club! Don't forget that!

In This Issue...

We take a pictorial tour of Auto Cross. Before we close this chapter of Club life, I'd really like to thank Richard Viard for all his pictures, enthusiasm, help with events, and his overall awesomeness. Richard received "Enthusiast of the Year" last year by my nomination, and it was completely deserved. He has provided me with more fodder for the covers than anyone else, and this cover especially is dedicated to him. It's only the second time the NOR'EASTER has not had a Porsche on it, (the last one was when Ferdinand Porsche died), because I just love this picture, and it's the second to the last time I'll be able to make whatever cover I like.

The issue is small but action packed, and I really do hope you... Enjoy the issue!
Hope to see you soon!

Four Speeds & Drum Brakes

On the Road Again



Tom Tate

It had been a while since I have attended what has become known as the Helen Drive, so when a chance came up this year I jumped at it. A small group of 356 owners have a gathering every other year in Helen GA in the north Georgia mountains. We get together for some terrific drives on roads that all look like the Tail of The Dragon, watch a race movie in a field like an old fashioned drive-in (remember those?), have a pig roast, and hold a swap meet.

Of course the best part is the drive down from Mass in our Tubs collecting friends

In all the years I have been playing with these Tubs that was the first time that I have ever had one not make it home.

along the way. This year Jeff Leeds and I started out and collected friends, Don in NJ and Cliff & Jean in VA. Rest stops are always fun as we stretch our legs and check oil levels and answer questions of folks who admire our rides. The Puddle Jumper was using more oil than I liked so each stop was important for me.

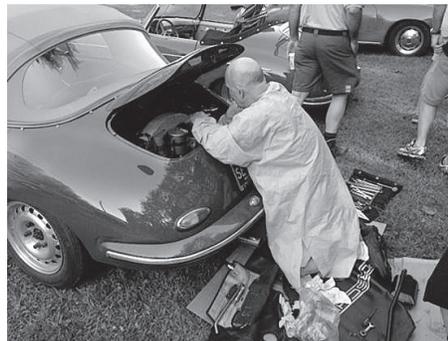


The second day found us at the Log House 1776 Restaurant in Wythville, VA for dinner. It's nice traveling with folks that know all the right places to eat. The Tubs felt right at home and the food was great.



On the final day of driving the generator light on Jeff's '63 came on so we pulled over to take a look.

We had enough spare parts to solve just about any problem so we replaced the voltage regulator first since it was an easy swap but the light stayed on. We figured (correctly) that the battery had enough juice to make the final leg of 280 miles so we continued on to Helen. Closer inspection found that the generator brushes were worn down and shorting against the case so it actually turned out to be an easy fix. There were two spare 12v generators in the group and one was needed later for another member who also made it to Helen with a light burning. That was a doctor from Minn. who looked like he was in operation mode when working on his 356.

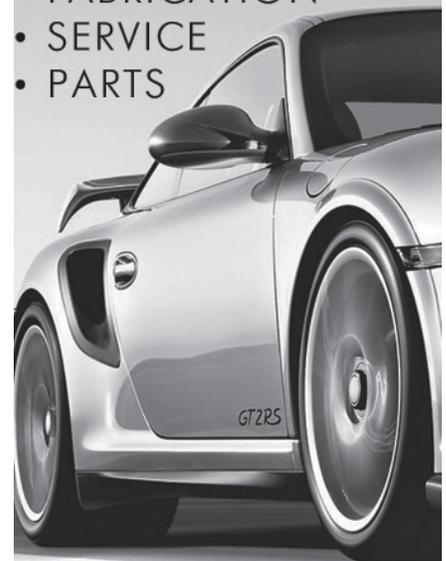


The big draw of this event was the Pig Roast that is held on Sat night along with live music around a big fire pit. This year was the best ever as the pig had been cooking in a Pig Cooker (what else?) all day. It looked like a small oil tanker towed in behind a pickup truck

QUALITY SERVICE
& PERFORMANCE

call the experts..

- CUSTOM TUNING
- MODIFICATION
- FABRICATION
- SERVICE
- PARTS



Musante
MOTORSPORTS

1257 John Fitch Blvd,
South Windsor, CT
MusanteMotorsports.com

860.291.9415

Minutes of the Board

September Meeting



Alan Donkin

The summer months just fly by and the Board found it time once again to hold a meeting for the month of September. Kristin Larson generously hosted, so after checking out Dave Berman and Kristin's two new race cars, we got down to business. It was Tuesday the 19th and we got started at 8:05PM. Also in attendance were Dick Anderson, Adrienne Ross, Sterling Vernon, Robert Jacobsen, Glenn Champagne, Stan Corbett, and myself. Bill Seymour had another commitment and could not attend.

Dick started with thoughts about our intentions of providing a "Street Survival" School for teen drivers. Bill has been working on trying to find a venue for this and we will be working with the Tire Rack School as run at dozens of venues across the country. The board decided that since time was quickly running out to get it done in the nicer part of this year, we would plan to do it sometime in the Spring of 2018.

Dick then announced the slate for this fall's Board member election. Four positions are currently open to members that want to volunteer some of their time to render service to the club in 2018. At this point, we have found four fine folk that are willing to take a position on the board. Adam Schwarz has volunteered to take VP Activities over from Bill, Nick Durham has volunteered to take my position as Secretary, Anchor Berg-Sonne has offered to take over Sterling's position as Membership Secretary, which leaves Sterling, who has volunteered to become President. Kristin's tenure as Past President expires so she, Adrienne, Bill, and I will be leaving the board. We have some work to do on the NER Bylaws as the Newsletter Editor position will now be Communication Chair as the Nor'Easter will not be offered in the print version starting January 2018.

Sterling has been studying web

and email traffic associated with NER's website and is working hard to make it interesting and relevant to the folks that are visiting it. We are looking at which members are participating in events as diverse as DE and Cars and Coffees and the board intends to try to offer more of those things that appeal to a wider audience. It is PCA National's intention to make the club attractive to all Porsche owners and some would argue that we haven't done enough to make the club attractive to the 4-door Porsche owners. We are working on new ideas to attract new members and entice them to participate in club activities. Such ideas as movie nights, car shows, and museum visits, were tossed around and considered. Sterling has also been working with member Anchor Berg-Sonne on creating some social interaction pages on our website. Anchor's idea is to create some way to increase member to member contact that doesn't tread on the already existing forums many of us peruse. Discussions such as sharing great routes, informal rides and meet-ups, sharing experiences with pictures and video, and asking repair advice are just a few of the possibilities. Current membership stands at 1833 primary and 976 secondary members; for a gain of 19 over last month.

October looks to a busy month for opportunities for end of the season NER get-togethers. Robert has organized another cars and coffee at the Lala Java in Northboro for October 7th and he intends to run a food drive (fill a frunk) for the Worcester Veterans Food Bank. He hopes to get some video of the people and cars that attend and post that on our website.

Stan and Glen are working with Palmer Motorsports Park to coordinate a Porsche only swap meet intended for October 8th. NER will get 50% of the funds collected at the gate and for

parade laps as a charity fund raiser for our current charity of choice, Homes for our Troops. Invitations were sent to PCA regional presidents and there will be an advertisement in Panorama. Volunteers are needed to help at the gate and to assist PMP with other tasks such as parking.

Glenn has organized a tech session with South Shore Autoworks with Justin Becker to be held October 7th and a Porsches and Coffee at University Station in Westwood on October 22. New England Development, owners of University Station will present a donation for Homes

Happy PCA Anniversary!

FORTY YEARS

David R. Marshall

THIRTY YEARS

Henry M. Fisher

TWENTY YEARS

David Chamberland

Elizabeth G. Riley

Frank Manzo

William J. Nerney

Vern J. Brownell

Roy Ruff

FIFTEEN YEARS

Lee Montag

Kurt A. Kossmann

William J. Masser

Scott Eggimann

TEN YEARS

Robert Norton

LK K. Carvounis

Martin B. Mantenfel

Chuck Steinhauser

FIVE YEARS

Matthew C. Ward

Joseph S. Boyce

John Law

Elaine F. Winer

Nigel D. Simpson

Roger J. Raymond

William Bush

Kurt M. Schmid

Alexander Berkov

Jamie Cook

Off Line

Thank You



John Dunkle

On behalf of the entire Northeast Region Driver Education Team, I wanted to extend to each and all our sincerest thank you for your support and enthusiasm throughout this entire season. As you know, this last three-day event at Palmer Motorsports was the culmination of a six event - 18 days! - 2017 NER track program that extended from Memorial Day, to Canada, to upstate New York (Watkins Glen) and ending this past weekend. It's been a wonderful ride with each event bringing increasing attendance and increasing smiles.

And who are these team members who moved our program forward through-

The truth is, rather - that this was a season of "something new".

out the season? Well - in short - they are a dedicated group of volunteers who simply "Did what they committed to do", which is what "volunteering" is all about. Stan Corbett is the backbone of the DE Team, as the previous Track Chair - his support and enthusiasm is infectious. As well, the dual Chief Instructors - Dick Anderson and Charlie Kenney - somehow manage to both enthuse other Instructors and manage to keep track of all our student. And given the growth of our events, this is no small feat indeed! Additionally, we have an incredible support staff both before the event and operating the event including, in no particular order, by all the folks who have moved this program forward during the year and they include: Ann Anderson, Adam Schwartz, Chip Wood, Norbert Martel, Justin Becker, Peter Tracy, Pam Mascetta, Kristin Larson, Adrienne Ross, Marcus Collins - and so many more who worked

relentlessly throughout this season to make it an incredible success... My sincerest thanks to each and all of you....

But for all that, I'd like to tell you we had a "perfect season" in all regards, but then, I'd be bending the truth. The truth is, rather - that this was a season of "something new". A new Track Chair, new roles, new programs, new classroom sessions, new Driver Meeting formats, new - well, there was a lot of "New". And for all that, we will continue to learn, improve and innovate. In some cases I mentioned a few of those things the NER Team is considering both between track dates next year and during the season altogether. Those things include continuing to improve our system to educate

all drivers, new and veteran pilots alike, on both the dynamics of driving and the mental preparation this sport demands. For example, the workshop sessions given by Dr. Andrew Kaufman during this event are but a prelude to expanding his role and that theme next year. And too, the NER DE Team is also looking at important issues such as driver and event safety, how we address core driver competencies given new car technology & power and too, the options available to us to help ensure the NER Events remain at the forefront in all regards - both in practice and in theory.

But, none of those things would matter if we didn't have students who cared to learn and Instructors who didn't care to teach and share their knowledge. And we are fortunate to have an ever increasing enthusiastic body of both students and instructors! We know this NER Driver Education season resonated throughout with those same notes and will continue to even more loudly as we move into next year.

Anyway - I just wanted to offer my personal and sincerest "Thank You" to each and all of you for both a terrific event and an even more incredible season.

It's been "quite the ride", but as I said at the Drivers Meeting each morning - "we couldn't have done it without you".

Now - I'm more than certain you are sick of listening to me - and reading my words, so I'll let you go until our next event in 2018 - where too - we hope to see you there!

In appreciation and with my best always,

John Dunkle

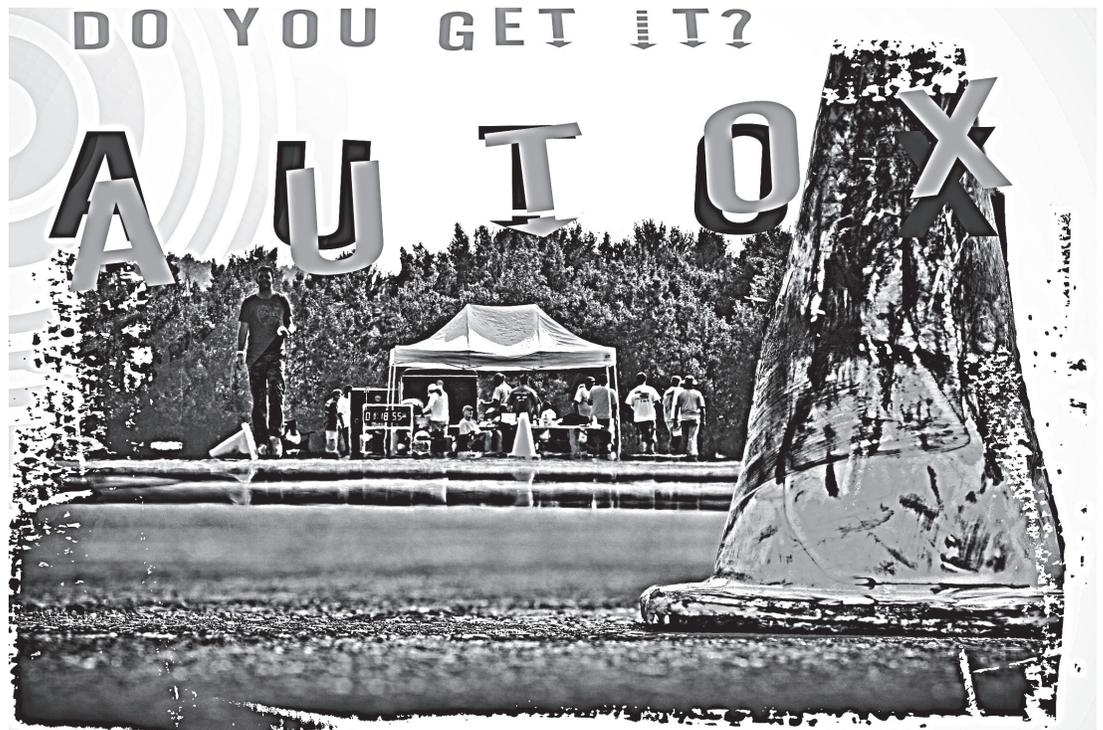
2017 Calendar
At-A-Glance

November

15 - Board Meeting

December

13 - Board Meeting



MIKE NOONAN

(781) 324-9831



251 BROADWAY, MALDEN

EUROPEAN & IMPORT SPECIALISTS
PREFERRED INSURANCE REPAIR FACILITY

NER Ramble

April 27-29, 2018



The Cliff House, Ogunquit, ME



This could be the view off your balcony next spring at the newly renovated and expanded Cliff House in Ogunquit, ME. Join 150 Porsches as we traverse the highways and byways of Maine and New Hampshire. Enjoy good food, luxurious accommodations, and the camaraderie of 300 other members for a great weekend. Be a part of the Northeast Region's largest event as we kick off the driving season in style.

Registration will open on Clubregistration.net in late January.

**2017 The Porsche Club of America
Northeast Region**

ANNUAL GALA

Saturday, January 6, 2018 7pm-11pm

**The Museum of Science
Boston, Massachusetts**



**January is the perfect time to celebrate with your fellow
NER friends for a fun-filled evening of cocktails and
dining in The Museum of Science's Blue Wing.**



PRICE IS \$75 PER PERSON.

This includes two drink tickets, passed hors d'oeuvres, a buffet dinner featuring beef, chicken, a pasta station, dessert, and coffee.

Free parking in their attached closed garage.

Catering by Wolfgang Puck.

**For special diet requests,
please contact Betty Mosley
at bettymaemosley@rocketmail.com.**

**For all other questions,
please contact Glenn Champagne
at admin@porschenet.com.**

Register at porschenet.com/gala

**Registration closes on
December 28, 2017.**



What I did on the Last Week of October

Copy and Photos by John Fortier

This is a long story about a trip that every HPDE driver has to make (think pilgrimage if you will).

The trip was to VIR with NNJR and boy what a place to visit. Before I go into great detail (long story alert) let me say that the track grounds are almost manicured and have the look of a golf course, lush and green. While we were there, a wedding was taking place in one of the other pavilions and the photos were being taken against a very nice pond and woods background (no track was visible in the photos.)

Now for the long story part. The drive down is 12 hours of JUST driving time (from northwestern R.I.), this does not include stops for fuel, food, or restroom breaks. We did it in 2 parts, from R.I. to Hagerstown Md. Then the next morning to VIR. Each leg was about 6 hours of driving, the first part all interstate and the second some interstate and some 4 lane secondary roads.

We had made reservations at the Country Inn & Suites in MD, and found it to be a nice, clean, and reasonably priced hotel with loads of trailer parking, as the hotel sits in a huge mall (mall security is on 24hours a day).

The second part, because it is not interstate, has one wondering if this trip will ever end, it does and what you end up at is like an HPDE nirvana.

The full course is 3.27 miles around with an elevation change of 130 feet. The front straight is 3000 feet of just plain fun and there is a kink that kind of comes up at you out of nowhere especially at 105 miles an hour (your miles may vary). The back straight is 4000 feet of flat out speed, I can sum it up as HOW LARGE ARE YOU ATTACHMENTS. One of the GT3 drivers in our black group showed me is data analysis and at the beginning of the roller coaster was at 148 MPH (again YMMV....mine did!).

While brute speed IS fun, I enjoyed the twisty parts, and there are many.

Turn 3 is almost a no brake turn even though it is a bit less than 90 degrees. Turn 4a and b are slow and the need to be taken seriously as quite a few spins were had here.

Now the fun begins with the snake up to a short straight before the esses which climb but in my opinion not as steeply as WGI and there are 4 turns which lead to a sweeping left with a lot of track to the right which isn't seen until you are heavy into the turn. The next and one of the BEST turns in all of track layouts is Oak Tree (or if your from R.I. where Oak Tree used to be). This corner complex is just that...complex, but if taken right (finally) is a turn you leave with a BIG

smile on your face. Next after the back stretch is the top of the roller coaster a series of left, right, left, left, right which takes you to hog pen, a right turn taken at full speed to bring you to the front straight.

The return trip was an adventure as we awoke Sunday morning to light rain and a track with some standing water from the overnight rain. I decided that driving in the rain wasn't what I wanted on the last day and packed up for the trip back. To aid in my decision was the fact that the weather service was forecasting accumulating snow for the Virginia mountains through which were going to travel. Also this trip began on 10/25 and the return was during the Sunday rain storm. We hit the real rain about Harrisburg Pa. and drove with it to home. Many spinout accidents on the interstates (rule one...Don't Lift) and a very "interesting" incident was were were heading up RI route 6 off of 395.

This section of road has ZERO lighting and as we were riding along east bound a car headed in the opposite direction with high beams on was approaching. I flashed my lights to get him to dim his, which he never did and we passed each other. As we went on a bit I said to Joyce is this a 2



lane road?

My answer came in the form of another car which I noticed was on the OTHER SIDE OF a cable center divider....so no, we were on a 4 lane divided highway and I was just past by a driver on the wrong side of the highway heading onto an interstate on the wrong side. A fast call to state police notified them and I hope for all that they were able to catch this wayward driver before anything happened.

Despite the weather shortened track day, the torrential rains and the wrong way driver this is a trip to be taken by any and all track rats, the rewards are well worth it.

A note about track accommodations, we stayed in the pit lane rooms which are very clean and serviced each day by housekeeping. Other more upscale accommodations can be made at the Lodge and the Villas at South Bend. Off track hotels are relatively close in Danville and South Boston.

So anyway that's what I did on my vacation and thanks for reading all the way to the end.



Two Track Tales!

***I'll Be Back!* by Marcia Binder**

I'm not going to lie: despite the fact that 1) I love to drive, 2) I have never been called or seen myself as a timid driver (not ever), AND 3) I have been known to drive faster than is legal, I was more than a little anxious the day of our first experience at a DE event. Turns out, when we had signed up for the event, we had a 1987 911 Carrera that I was used to driving for the past 5 years. After we had signed up, we ended up selling that car and buying a much newer 997 that I had only driven twice before (one time being the night before Thompson). Sooo, when we arrived at the track for a three day event, and there were scores of gorgeous cars, experienced drivers and a very wet track, I was quite uncertain if I was actually ready for this.

There were a handful of women who could not have been more welcoming, encouraging or engaging. The professional driver lecturer was skilled and thorough in the classroom setting. The group leaders were entertaining, informative and friendly and there were a few never-evers, so we were in good company all around. Hell, another newbie doing her first event was 8 months pregnant, so I figured, I had better pony up.

My instructor/coach/therapist was Dave who was remarkable, patient and supportive. This wasn't about racing each other or competition. It was about learning about the car (which clearly I needed), developing skills and having fun. All three accomplished.

Two additional events followed in short order. We were only able to do one day at Loudon, NH and then two days at Palmer in Massachusetts. Clearly 3 days are better than 2 in terms of getting comfortable with the track and definitely better than 1 day, but do whatever you can manage. A welcoming new community who enjoy talking Porsches and don't feel snobby doing so: check.

Skills gained: check.

Confidence built: check.

Improved street driving skills: check.

Maximum fun: no question...CHECK.

As Arnold the Terminator said: "I'll be back."

A Journey To The Track: A Member's Driver Education Adventure

By Roland Morin

I joined PCA in 2008. Mary, my wife, and I immediately began to attend breakfasts, dinners, and tours. Through the years, we made great friends. Together, we have been to Canada and visited a winery, visited Maine lighthouses, toured rural Maine and ended our drive at a member's camp for a picnic. Breakfasts and dinners have taken us near and far. I have dined at restaurants that I probably would not have occasion to visit on my own.

However, I always had the thought that I would like to experience my car at a more intense level. About 4 years ago, I attended a ground school at Ed Mansing's house. He and other track rats clearly explained what needed to be done to drive on a track. They explained how new drivers begin in the green run group and have an instructor with them in the passenger seat. The instructor points out braking points, where to turn in, hitting the apex and accelerating out of the corner. The new driver progresses at a comfortable pace. Once the basics are learned, the driver moves up to the yellow group.

At this point the pace increases. Now you learn about trail braking and steering by throttle. By now the instructor expects the student to be aware of other drivers on the track, making sure to be watching not only the track ahead, but also to be watching for drivers closing in from behind. When an overtaking driver approaches, a pass signal is given. This keeps traffic moving smoothly and allows everyone to get the most out of each session.

I have now done 7 events, 3 in green and 4 in yellow. In June we went to an event at Lime Rock in Connecticut. Great track, wonderful instructor, and perfect weather. Let me tell you about our outing.

Ed, Judi Mansing, Steve Atwell, Mary and I met up in New Hampshire to drive down together on Sunday. We had a pleasant drive down and arrived

at our hotel early. After check-in we went out for an early dinner.

Monday morning, we left early for the track. First thing to do is sign in. Here I got issued a wrist band. In my case, yellow; Ed gets black because he has reached the highest level (except for the instructors), and Steve gets a red band because he is an instructor. Next, I empty my car of anything that could become loose while driving. Things like garage door openers and EZ pass transponders. Then I empty my trunk of everything, even my spare tire. (For those of you with newer cars, yeah, some of us still have spares.) My car is a 2000 Boxster with just under 80,000 miles. Don't think you need a new or powerful car to participate. I have one of the least powerful cars on the track and I have a lot of fun out there. Finally, I go through the tech line. Here they check to make sure that your trunk(s) are empty and that wheel lugs are properly torqued.

Now we are ready to have fun. By now we have set up the EZup and have tables and chairs out. The track schedule is on the table so we all know what time we go out. By now I have met up with my instructor. Ten minutes before my run group goes out, the track controller announces first call, five minutes later they announce second call. By now, my instructor and I are staged to go on the track. We talk about my past events and my level of experience. Since this is my first time at Lime Rock, I have to learn the track before I can drive at my limit.

Finally, we enter the track. We start with two yellow laps. This allows our tires to warm up, novices get to learn the track and no passing is allowed. Right now I'm feeling pretty good. Then we get the green flag. Immediately, I have two cars ready to pass. I let them go at the first opportunity. Wait a minute, where did those two cars come from? I let them pass. Oh oh, took that corner incorrectly. Darn, another car on my tail. Missed that apex. Hasn't that car passed me once already? And so it went.

When I came in, I spoke with Ed and Steve and they assured me it would get better. Next session was a little better and the next and the next.

Tuesday morning, I was still struggling

with turn 1. If you miss turn 1, you then struggle with 2,3 and 4. Then you find several cars stacked up behind you. I decided to ask Greg, my instructor, to drive my car for a couple of laps to show me the proper line. I'm very visual and I thought this would help. He suggested we go out in the white run group in his car. He has a 2006 Cayman that is strictly a track car. This is not a car you would want to drive on the streets but on the track, it's incredible! Anyway, we did about 10 laps and what a learning experience. On my second session, I was able to put what I learned to practice. Far fewer cars were passing me. In fact two cars in particular, an older red 911 and a 944 turbo that had passed me every prior session were behind me and were closing the gap but were not overtaking me. Now, I was feeling a lot better.

Because of the 5 hour drive home, I decided to skip my last session. Consequently, Greg said now was the time to put it all together. We went out about mid pack. Warm track, warm tires, GO! The first 3 or 4 laps I'm holding my own. Then I get caught and I let him pass. Is that the 944 turbo up ahead? A couple more laps, caught again, let him pass. Yes, that is the 944 turbo. Getting closer. Missed that apex and he pulled away a little. Another car behind me, let him pass. Caught the 944 turbo. He gives me the pass signal but the straight is too short and I wave it off. On his tail for the next few corners then get the pass signal again. This time I pass. YES! First pass and there is the red 911. Is gaining but first I let another car pass. I catch the red 911, he gives me the pass signal, I overtake him. Euphoria! Another couple of cars pass me but I'm closing in on a silver 911. Then the checkered flag comes out. Couldn't they have waited another lap or two?

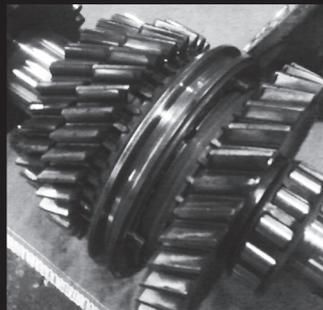
So now we come off the track and Greg and I get to discuss how things went. Early on his comments were, "too early," "missed the apex," "slowed down too much," "stay off the brakes." By the end of the second day, comments were more like "nice" "well done." I still made mistakes, but he said he saw steady

improvement. That is the point of DE, to get better every time you go on the track. I'm at the point where I know what to do. but I don't always execute properly. That's why the yellow group is called novice with instructor. The next level is blue, novice. This level has no instructor. That's the next step forward for me.

I decided to do track because of the encouragement I got from Ed, Steve, Rod and Randy (last names not included to protect their identities). I don't know if I should thank them or blame them. But either way, I'm glad I took that first step. You will be too.

MY 911SC

*Soon after purchasing my 1979 Porsche 911 wide body Targa,
I knew that I wanted to make it special.
I contacted Kevin at Randolph Racing.
Now, with his guidance and expert workmanship,
I drive the Hot Rod of My Dreams.*



DREAMS DRIVEN HERE

RANDOLPH RACING

PORSCHE AUDI VOLKSWAGON

68 CUSHING STREET, STOUGHTON, MA 02072

781-344-1029

www.ranrace.com see us at www.pcarshops.com

NER AUTOCROSS SERIES EVENT #5 OCT 14, 2017

SPONSORED BY PORSCHE NORWELL

Copy by Chris Ryan, and Photos by Richard Viard and Anker Berg-Sonne

NER's fifth and final Autocross event of the 2017 season was run on Saturday October 14th at Moore Airfield at Devens. The event was sponsored by Porsche Norwell to whom we extend our thanks for their support! Seventy-one drivers came out to enjoy what turned out to be a gorgeous fall day after a bit of a damp start to the morning. With heavy mist and light rain engulfing the field as we were setting up, it was looking bleak and the first run group did have to endure a wet track. Fortunately, things cleared up as the morning went on and as the track dried, the times for all the drivers started decreasing significantly. By the end of that first heat, the track

was dry, the sun was out, and the rest of the day was much more enjoyable for everyone.

At the start of the event, several season championships were still on the line to be decided. But first, congratulations go out to Tom Tate, Nick Durham, Bill Aubin, Noah Eckhouse, Chris Ryan, Aaron Walker, Ed Moschella, Suzy Kelley, Scruffy, and Rob MacAlpine for clinching season wins in their respective classes prior to the day's runs.

Class 2S had a particularly interesting finish to the season with all three qualifying contenders having an opportunity to take the class as the day began with Adam Blauer, Georges Rouhart, and Neil Halbert all within 3 points of each other on the season. At

the end of the morning heat, Georges was firmly in first place by about a second and he held that position into the afternoon. But on Run 7, Adam posted a 68.430 vs. Georges' 68.558. All three drivers both posted their best times in Run 9, but with Adam ahead of Georges by .318 seconds and Neil meeting up with a cone, the race was Adam's for the season. Congratulations, Adam!

Class 4S also saw two drivers, both relative newcomers to our Club in a position to take the season championship. At the start of the day, Charlie Sayers held the lead over Gareth Peters by 6 points. Gareth needed to take first place to overcome Charlie, which he managed to do by posting a decisive 67.384 for his 9th run of the day besting Charlie



AND END-OF-SEASON AUTOCROSS PARTY

by a little over 1.8 seconds. Congratulations go to both drivers for running a very competitive season and to Gareth on the win!

Class 6S had Rachel Baker and Nigel Fenwick within 2 points of each other at the start of the day, and Nigel gave it a good run but in the end fell short of Rachel's best time of 64.726 by just over a second ... maybe next year? Congratulations, Rachel!

And finally, with 3 points separating Jeremy Mazzariello and Rob Galejs, Class 7S was technically up for grabs although it would have taken quite an upset for Jeremy to lose, although stranger things have been known to happen Congratulations go out to Jeremy for securing the championship once again!

So ends another exciting NER Autocross

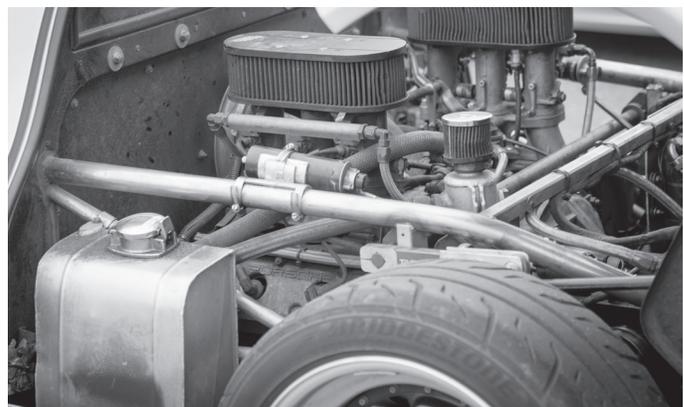
Season at Devens. In our first season as AX Registrar and AX Chair, I think Jeff Johnson and I managed to keep things running without getting into too much trouble (Than you, Jeff) and we certainly hope you all enjoyed yourselves as much as we did!

Following the event, we held our now annual end-of-season AX Party over at Billiards Café in Ayer where we enjoyed a buffet dinner, beverages, and announced the season winners. Season trophies will be awarded at NER's annual banquet to be held once again at the Museum of Science in Boston. We hope to see all of you there as well as back at Devens for next year's NER's 2018 Autocross Series.

As always, questions, comments, and suggestions can be sent to AX

Chair Chris Ryan at autocrosschair@porschenet.com or AX Registrar Jeff Johnson at autocrossreg@porschenet.com.







**In this tumultuous environment, do you know what is driving
your portfolio?**



Assabet Advisors LLC

**Customized investment management for individuals,
foundations and businesses since 2003**

Removing the stress of the investment experience for individuals who have a lot to lose.

Wayne M. Ushman, CFA - Managing Director Robert E. Jacobsen - Director/ CCO

www.assabetadvisors.com  508-351-9666  4 Smith Road, Northborough, MA 01532







SSA

South Shore Autoworks

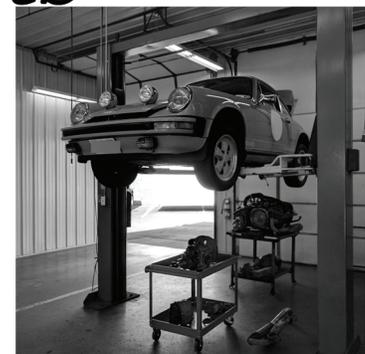


What a great Track Season!



Time to focus on winter. That means 2 things....

Storage & Projects



Contact us for details

www.southshoreautoworks.com

justin@southshoreautoworks.com 781-585-5587





Around the world in 80 days with

Take the new Porsche Cayenne across every continent: In spring 2018, Porsche AG is adding a very special highlight to its existing range of driving experiences and trips for fans. The Porsche World Expedition allows participants to experience all facets of the new Cayenne on a journey of more than 30,000 kilometres over 80 days. The tours cover six continents and offer a wide variety of challenging routes and fascinating sights. The focus is on a collective driving experience, sometimes far away from paved roads and held in the classic style of a rally.

“This World Expedition is designed for avid Porsche enthusiasts seeking unique experiences with like-minded people and extreme driving challenges – people who desire an adventure that is truly priceless”, says Catja Wiedenmann, Manager of Porsche Driving Experience at Porsche. The selected routes take the drivers through a total of more than 20 countries, and the programme promises to be challenging: The first stage starts on May 11, 2018 in Brisbane, Australia and follows in the tracks of the Aborigines for over 5,000 km to Perth. The next tour starts in June at the North Cape and leads across Europe to its destination in Chamonix, France. Other spectacular stages on the Porsche World Expedition 2018 include Africa (Johannesburg to the Serengeti), Central and South America (Cancun to Panama City and Lima to Buenos Aires) and Southeast Asia (Bangkok to Shangri-La). A total of 28 places per expedition are available.

Booking details and exact travel dates can be found on the Porsche AG homepage at <https://www.porsche.com/world-expedition>.



the Porsche World Expedition 2018



Four Speeds and Drum Brakes -
continued from page 8

early in the morning and attended to all day.



The weather was great all week and the cars were doing fine but after a run through the Tail of the Dragon on the last day, the sunroof coupe began to tire. The views were terrific and the Tub looked great but the engine temperature was too high and the power just wasn't there.

I had driven down with an engine that I've been using in four different cars over the last 20 years or so. It is sort of a utility piece that I just plug into a Tub that needs an engine. The original engine for the Puddle Jumper was in boxes when I bought the car years ago. It had been rebuilt and was waiting in the garage to be installed upon my return. I didn't want to run a brand new engine 1100 highway miles and I figured there was one more long trip in that engine. I was wrong.

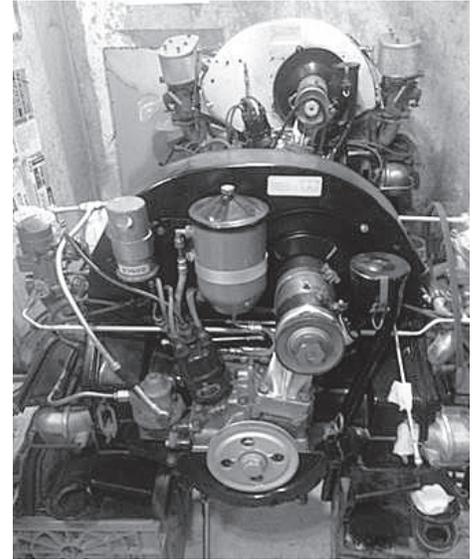


By the end of the weekend, while the car would start and drive, there was no question that it wasn't up to another 18 hours on the road without risking damage. I really didn't want to have it blow up and leave me on the side of the road so I left it at a local shop owned by another 356 Registry member in Cleveland, GA and rented a car for a four hour drive to an airport that had a flight that would get me back home.

In all the years I have been playing with these Tubs that was the first time that I have ever had one not make it home. Not a bad record by any measure.

The Puddle Jumper showed up at home after only a week and a quick check showed that my decision was the right one. Compression was 100, 95, 50, 75, well below the Factory standard which should be over 100 psi.

The tired engine is already out (shown in the background below) and the original is ready to go in and looks great.



I should be able to plug it in after the last LeMons Race at NHMS this weekend. It will be fun to have one last ride before the snow flies.

KTF

Sound in Motion

High Performance Car Audio

Boston MA

Since 1988 our work has earned us the trust of local Porsche dealers, independent shops and many very discerning Porsche owners like yourself. Please ask about our PCA member discount.

617-787-7744

8 Brighton Ave. Allston MA

Your long time specialist for all Porsche Audio Enhancements, as well as Radar/Laser Detectors/Jammers, Reverse Cameras, One-Touch/Remote Convertible Top Control, Dash Cameras, Paint Protection Film, Window Tinting, or resurrecting your classic Porsche and so much more...



www.sound-in-motion.com

Minutes -- continued from page 10

for our Troops of \$1000 at the event. Coffee will be provided complements of Starbucks and Wegmans will generously donate food. October will be the last month of Autocross and Drivers Education as well as our SoBo events: German Car Day at the Newport Car Museum, a gathering at Sweet Berry Farm in Middleton, RI, and a cars and coffee hosted by the Audrain Museum and held at Rosecliff in Newport, RI. A tour of the Paul Russell facility is slated for November 11 and is limited to 40 people and will certainly sell out quickly. Lastly, plans are in full swing for the Annual Gala in January with caterers and contracts to be dealt with and as always, volunteers are needed as well as items for the silent auction.

Bill previously distributed an activities report and included reports from Chris Ryan regarding autocross and Dennis Freidman on the Tours and next year's Ramble. Chris reported that the new container put in place at Devens by Ernie Grasso's company has been a "big hit". The setup and breakdown crews are getting adjusted to the new routine and all seems to be working well. AX Zone 1 will be in full swing on the 16th and 17th and will be hosted again by North Country Region. Arrangements are being made for the end of the season AX party at Billiards Café in Ayer. Gary Cooper and Tony Miniscalco did a great job running the fall tour with some assistance from Dennis. They had 40 cars signed up and Bill presented a remembrance plaque to Charlie Dow's wife and family members who attended what from now on will be call the Charlie Dow Fall Tour. Dennis has been working feverishly on scouting out new sites for future Rambles and he has been looking at venues in Newport, RI and on Cape Cod. There has been quite a bit of concern on the new, rather impractical tour rules National is trying to impose on us. There certainly will be further discussion of this in our October meeting.

Next came the chance to update everyone on my work on resurrecting the Goodie Store and I brought the first articles from our new apparel supplier. Everyone was impressed with the quality of the products and the logo stich work on the T-shirt, sweatshirt, and women's fleece jacket I brought along. Sterling

and I are going to work towards getting an announcement out to membership and get the links put up at Porshenet.com.

A motion was raised to approve Robert's Treasurer's Report and that was seconded and then approved.

We all felt we had covered enough for one evening and the meeting was adjourned at 10PM. October's board meeting will be at Bill Seymour and Rosemary Driscoll's home in Sherborn MA.

STUTTGART NORTHEAST, INC.



SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

AUTOMOTIVE ELEGANCE First Class Paint Protection

WHY INVEST IN PAINT PROTECTION FILM (CLEAR BRA)?
PPF IS ONE OF THE BEST WAYS TO PROTECT A VEHICLES EXTERIOR
PAINT, INSURING MAXIMUM RESALE VALUE. WITH THE
ENVIROMENTALLY FRIENDLY WATER BASED PAINTS USED
NOWADAYS PAINT CHIPS AND SCRATCHES OCCUR A LOT EASIER.
PPF FEATURES SUPERIOR STAIN RESISTANT AND SELF-HEALING
CLEAR COAT.

WINDOW TINT

AUTOMOTIVE ELEGANCE PROUDLY OFFERS XPEL AND SUNTEK
WINDOW TINTING FILM FOR SUPERIOR UV PROTECTION AND
PRIVACY.

CERAMIC COATINGS

CERAMIC PRO SERIES IS A UNIQUE SURFACE
PROTECTION. THEIR PRODUCTS ARE CONSTANTLY BEING
IMPROVED ACHIEVING THE HIGHEST RESULTS.

PORSCHE TRACK
PACKAGE



AREAS OF COVERAGE

FULL HOOD FULL FENDERS CUSTOM FRONT BUMPER
SIDE VIEW MIRRORS ROCKER PANELS REAR STRIPS

THE AE DIFFERENCE

WHAT DISTINGUISHES AUTOMOTIVE ELEGANCE IN THE PPF INDUSTRY IS QUALITY.
WE PRIDE OURSELVES ON SUPERIOR CRAFTSMANSHIP AND ATTENTION TO DETAIL.
WITH OUR LARGE TEAM OF CERTIFIED TECHNICIANS WE OFFER THE LEVEL OF
EXPERIENCE REQUIRED FOR A FLAWLESS INSTALL.



- OVER 60,000 COMPLETED CLEAR BRA APPLICATIONS
- CERTIFIED PAINT PROTECTION TECHNICIANS
- SERVING THE NEW ENGLAND AREA SINCE 1999
- MOST EXPERIENCED TEAM OF TECHNICIANS IN THE COUNTRY

22R DALE STREET | ANDOVER, MA 01810
OFFICE: 781.281.7344 INFO@CLEARBRABOSTON.COM

www.CLEARBRABOSTON.com



Real Advice. Real Results.

When you are really ready to buy or sell, I'm available to make it really happen.

Specializing In:

- Back Bay Leather District
- Bay Village Midtown
- Beacon Hill North End
- Brookline Seaport
- Charlestown South End

Search all MLS listings at robbscohen.com



Robb Cohen
ENGEL & VÖLKERS, Boston
Principal · Broker
9 Newbury Street, 2nd Floor
Mobile +1-617-962-0142
robb.cohen@evusa.com

ENGEL & VÖLKERS®
ROBB COHEN TEAM

©2014 Engel & Völkers. All rights reserved. Each brokerage independently owned and operated. Engel & Völkers and its independent License Partners are Equal Opportunity Employers and fully support the principles of the Fair Housing Act.

My mistake can be your bargain. 2 Toyo Proxies R888R 235/35ZR/19 and 2 Toyo Proxies R888R – 265/30/ZR/19 tires. These tires have 12 LAPS on them at LCMT (7/14/2017). I messed up the order and could not return the tires. 235's are \$250 each and 265's are \$275 each. Date codes are 235'S DOT9Y32W4516 and 265's DOTCX491CM4416. Email me at johnf90.964@outlook.com

997 Accessories: Indoor cover w/full color Porsche crest and duffel bag, \$75.00. Trunk liner with logo, \$50.00. Lloyd mats in black with red trim and red Porsche logo, \$75.00. cpsteinhauser@yahoo.com

Advertising Guidelines

Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve and edit for publication all advertising submitted.

Marketplace Guidelines

Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines.

Ads can be emailed to: aross@porschenet.com.

425 Canal Street
South Lawrence, MA

Kachel Motor Company

(617) 759 8973
www.kmcauto.com

Sales, Maintenance & Fabrication Work on German and Italian High Performance Automobiles



Softronic®
Softronic ECU Flash tuning
PCA authorized tech inspector

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
339-225-0825

Vice President - Activities

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

Treasurer

Robert Jacobson
RJacobson51@gmail.com
(508) 717-4680

Secretary

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

Membership

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

NOR'EASTER Editor

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

Past President

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

Committee Chairs

Chair - Autocross

Chris Ryan
28 Myrick Lane
Harvard, MA
978-618-6442
AutoCrossChair@PorscheNet.com

Chair - Concours d'Elegance

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

Registration - Autocross

Jeff Johnson
64 Blaisdell Drive
Carlisle, MA 01741
jjra3958@gmail.com
617-840-0866

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

Mike Bryan
Mike@brycorp.ca

MICHAEL MORLEY
SALISBURY MA
2000 BOXSTER S

AARON R. TUFFLEY
GLOUCESTER MA

KARI BORROEL
WINTHROP MA

DIEGO PONTORIERO
BOXBOROUGH MA

TRACY A. PADULA-MC-
CABE
GRAFTON MA

ANGELA LACOSTA
NEWTON MA

LORIEN MOORE
LEXINGTON MA

WILL ALLEN
CHARLESTOWN MA
2014 CAYENNE TURBO S

RANDOLPH POMFRET
BOSTON MA
2008 911 CARRERA 4S

ERIC MAUTNER
BOSTON MA
1974 914 2.0

MIKE DUGAS
STOW MA
2003 911 CARRERA 4S

ADAM THIRSK
PLYMOUTH MA
1984 911 CARRERA

STEPHEN ROZZERO
PROVIDENCE RI
2003 911 CARRERA 4

SAMUEL LIN
LEXINGTON MA
2015 911 CARRERA GTS

BRUCE CAMERON
ALLSTON MA
2002 911 CARRERA 4S

SCOTT ROCHE
PORTSMOUTH RI
2014 CAYMAN S

FADI BILBEISI
LINCOLN RI
2016 911 TURBO

PETER HESS
DANVERS MA
2007 911 CARRERA S
CABRIOLET

PETER BERNARD
GLOUCESTER MA
1986 944 TURBO

RANDY MANCHESTER
DARTMOUTH MA
2003 911 CARRERA CAB-
RIOLET

DAVID POLSON
BRAINTREE MA
1999 BOXSTER

WILLIAM WHITEBONE
SUDBURY MA
2008 911 CARRERA S
CABRIOLET

BRIAN SILVA
WEST BROOKFIELD MA
2012 CAYMAN R

PAUL PARRILLO
NORTH SCITUATE RI
2002 911 CARRERA

JOSEPH MOSCATELLI
PORTSMOUTH RI
1999 BOXSTER

PAUL MILLER
AYER MA
2012 911 CARRERA S

BASSEM SAMUEL
NEEDHAM MA
2015 CAYMAN

MAURICE GUTIERREZ
CATAUMET MA
2012 911 CARRERA 4 GTS

BRUCE MCCARTHY
ACTON MA
2017 CAYMAN

VICTOR JEMSTEN
WALTHAM MA
2008 911 CARRERA 4

MICHAEL EWALD
WELLESLEY MA
1985 911 CARRERA TARGA

PETER VARRASSO
CARVER MA
1986 944

JAMES VOLA
SOMERVILLE MA
2012 911 CARRERA S

CHRISTOPHER OAKLAND
SMITHFIELD RI
2004 BOXSTER

Subscription/Address/ Car/Email Changes

Subscription Changes:

We can not honor multiple or changing addresses throughout the year. When you subscribe, please choose the one address you will spend the most time at during the year.

Address Change:

If you have changed your address, you MUST change it at PCA.org, that will also change your Panorama subscription. Your NOR'EASTER subscription change of address needs to be addressed at membership@PorscheNet.com. **The Editor does not control the subscription list.** PCA.org does not control the NOR'EASTER subscription.

Subscribed and not received your copy? Please call or email Membership. **The Editor does not control the subscription list.**

New Porsche?

Bought a new Porsche? You can change and add cars to your profile at PCA.org.

Email Change?

If you have changed your email, you MUST change it at PCA.org.



PRECISION AND PERFORMANCE DEFINE YOUR PORSCHE- AND OUR SERVICE TEAM.

Your Porsche is designed to meet and exceed all of your expectations. You can expect the same level of excellence from *Eurotech Advanced Automotive*. Our goal is simple - to provide you with a premium level of service so you get the most from your Porsche. When you bring your Porsche to *Eurotech Advanced Automotive* for service, you'll know exactly what to expect. **Expect Excellence.**

EVERYTHING TO KEEP YOU IN FRONT OF THE PACK AND WINNING

- Factory Computerized Diagnostics
- Maintenance Service & Repairs
- Wheel & Tire Service
- Dynapack Dyno Services
- Corner Balance
- Four Wheel Alignment
- Custom Fabrication



EUROTECH 
ADVANCED AUTOMOTIVE

w w w . e u r o t e c h r a c e c a r s . c o m

14 Grant Street | Framingham, MA 01702 | phone. 508.879.9911 | fax. 508.879.9119

The NOR'EASTER
c/o Adrienne Ross
104 Wenham St.
Danvers, MA 01923

Periodicals Postage Paid At
Danvers, MA 01923
and Additional Offices

To:

Time Sensitive! Do Not Delay

What Becomes a Legend Most?



LEGENDARY SERVICE AT A LEGENDARY LOCATION.

SINCE 1956, Auto Engineering in Lexington, Massachusetts has been known for the service and sales of legendary German cars. Today, twelve years after acquiring the business, we continue this tradition here in Lexington.

Whether you are putting your car back on the road this spring, or drive it year round, we will be offering a no-cost vehicle check over for Porsche owners.

AUTO ENGINEERING OF LEXINGTON
436 MARRETT RD. LEXINGTON, MA
781.676.7700

WWW.AUTOENGINEERING.COM



While you're here, you can speak to our Master Technicians about general service needs or high-performance upgrades...all for free.

We think you'll find our convenient location, free loaner cars and economical prices a perfect fit for these times and your legendary car.

Book your next appointment online with us.

EXPERT, ETHICAL, ECONOMICAL
SERVICE AND REPAIR FOR
PORSCHE • MERCEDES
BMW • AUDI • VW