

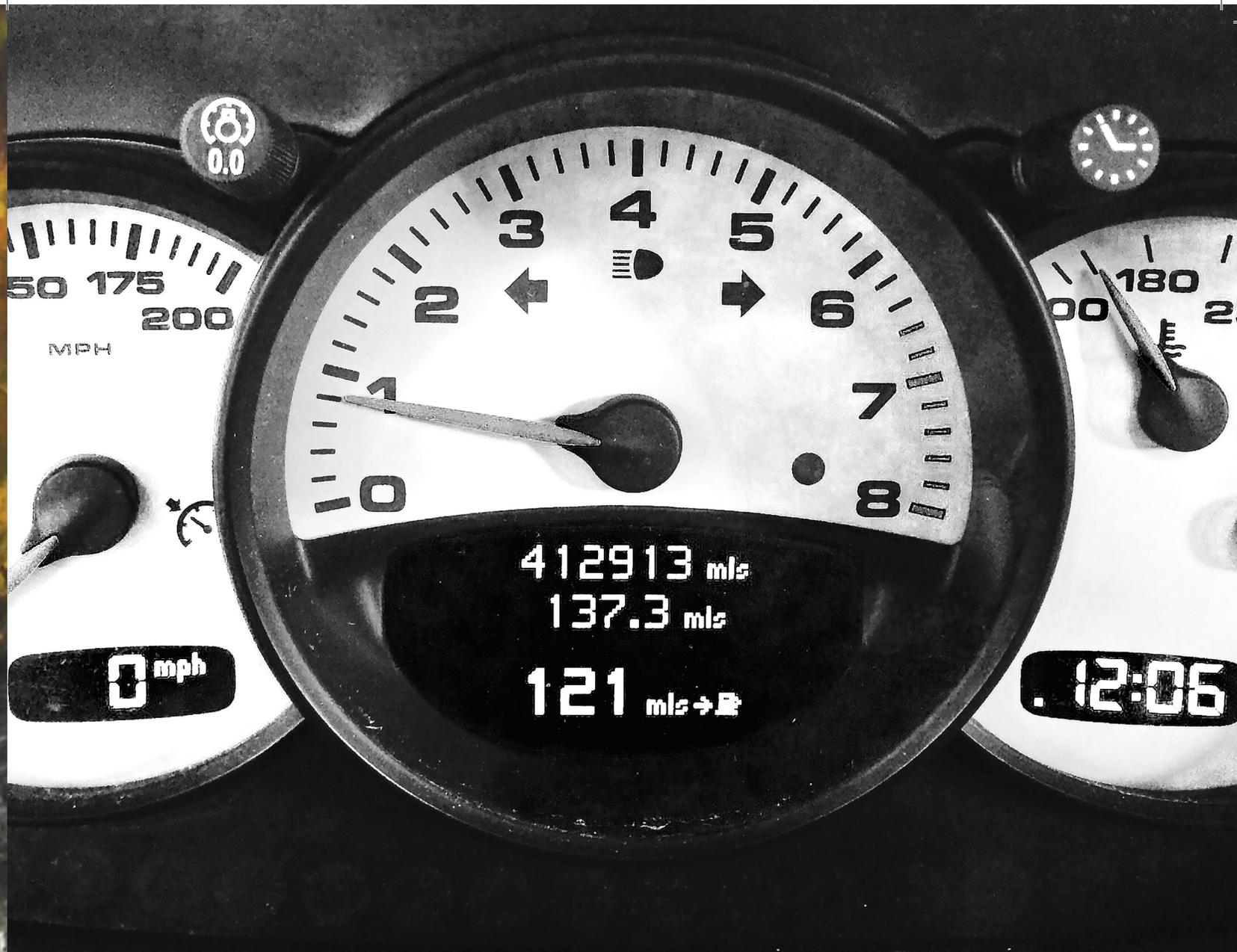


THE NOR'EASTER

OCTOBER2017OCTOBER2017OCTOBER2017OCTOBER2017OCTOBER2017OCTOBER2017OCTOBER2017OCTOBER2017

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





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

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



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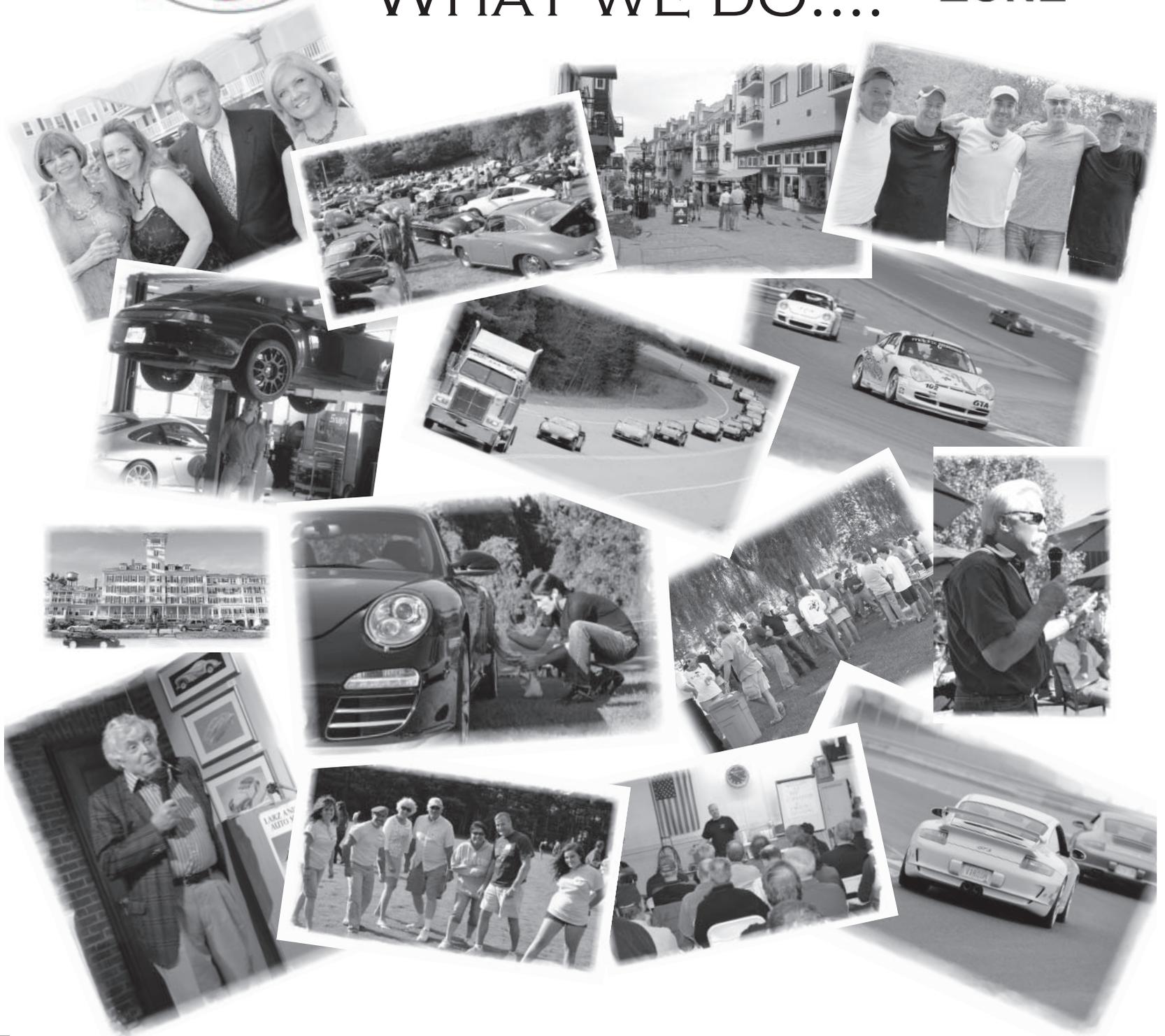
WHO WE ARE....

PORSCHE

BE



WHAT WE DO....



INSIDE THE NOR'EASTER

VOL. 45
ISSUE NO. 10

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Cover Photo
Courtesy
Jon Bennet



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new features, updates and
changes in schedules.

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On the Edge

of the End



Adrienne Ross

By the time December rolls around, I will have completed 8 years as the editor of the NOR'EASTER. There's a long line preceding me of outstanding, still dedicated members who I feel I should acknowledge as we wind down the print version. Some of you may not know that the Club has always had a newsletter. A long time ago, it was typed, mimeographed, stapled in the corner, and mailed that way. Hand drawings, once in a while a picture, and even some last minute hand written announcements. I have some of those archives, and they are cool! But I look

At the August board meeting, the Board decided to discontinue the mailing edition of the NOR'EASTER.

at them, and see how antiquated they are, and as I think of the evolution of communication, I see that online is probably the best way for us to go. As much as I love getting this magazine in the mail – yes I still enjoy that feeling, I get that for late-breaking news, high res pics, video, and more interaction, the communication will have to change with the times.

I have also always held fast to my not being in charge of the online version – because we have seriously been having this talk for years and years. I don't think I'm the right person for that job. There are a lot of talented eager members out there, and it's time for them to get a chance to contribute with their skills.

So as I wind down my tenure, I thought I would share with you my last hurrah in three parts. This part is also about evolution, my evolution through this club, and motorsports.

Some of you know that at 39 I bought my first Porsche. I thought that as I spin around on the Earth for my 40th year, I would drive what I wanted to drive, and that was a Porsche.

Three days later I joined the club, and 3 days after that, I was put on the board

to succeed Dave Weber as Newsletter Editor.

I jumped into high performance and super cars with both feet, and wholeheartedly. I took on a mentor, who very fabulously had a million great connections. I also met Amy, who was a) a woman who drove a Porsche on the track, and b) had almost a bigger sense of adventure than I did!

We became fast friends, and faster drivers together.



She introduced me to friends of friends, and my other mentor let me drop his name to open a few doors. "Hi I'm a friend of..." And doors swung open for me.

I did AX, and met some amazing people I am proud to call my friends. I went to DE, and met some people who I'm proud to call close friends. All through my adventures in car world I have met some of the most remarkable, gracious people you could ever want to know. Some have taken me under their wing in both motorsports and professionally. They have been my shoulder to cry on, helped me kick thousands of tires, and

taught me some of the most important lessons of my life.

I have written more than a few columns of racing advice or principles that applied in real life. I won't hash them here, let's just say that it's been an enlightening, learning, fast, insane, wonderful, spectacular ride. It's not over by any means, but my chance to tell my stories will have to find another venue. Until then, I wanted to re-share some of the amazing adventures this club, the people in it, and the people in the world of motorsports have let me share with them.

My first big adventure was a DE at NHMS, in early spring of 2010. I went out on the track more nervous than I had ever been, and feeling incredibly brave for just having come as far as pit out. It was heady, and complicated, and came with 100 directions

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In This Issue...

As we wend through Fall, Club business calls with it's own demands. The election season is upon us, and we are turning over almost every role on the Board. Please read about the candidates later in the issue.

But before you get there, please read all about the last SoBo of the season, as well as the Zone 1 AX. Looks like lots of fun!

We have a pictorial report on the Charlie and Martha Dow Fall tour.

Hope to see you soon! Enjoy the issue!

One Track Mind

More Traveling



Dick Anderson

It's been a trying month or so, having spent the majority of it in Birmingham Alabama. Ann's brother (her only sibling) has had a very difficult two years commencing with his wife's death, two major surgeries and now bone cancer in his jaw. After a nine hour operation, where bone was removed from his arm to replace the diseased bone in his jaw, he is now, I'm happy to say, in a rehab facility where he is getting help with swallowing and talking. He still receives nourishment from a feeding tube but the tracheostomy has been removed and all indications are that he is

Hopefully you've all read Track Chair John Dunkle's column in last month's Nor'easter where he put forth his philosophy on DE programs vs DE events.

healing nicely. The University of Alabama's medical facilities are impressive and the care he received while there was first class. Roll Tide!

While supporting him in the hospital, we stayed in his home on the seventeenth fairway of a local country club. We used his (forgive me fellow PCA members) Buick Regal to commute to and from the hospital. As I have said in other columns, I never cease to be pleasantly surprised when I get behind the wheel of some current American iron. This is a nice little car. It's pleasantly appointed, comfortable, "ok" looking and peppy. The perfect commuter vehicle for the typical golfing suburbanite.

While in Birmingham, Ann and I splurged one night and ate at the fabulous Highlands Bar and Grill. One of the hundred best restaurants in the U.S. according to Travel & Leisure, Forbes and OpenTable to name a few. It was everything it was advertised to be – incredibly delicious food and equally superb service. Our waiter was an associate professor at UAB (University of Alabama) during the day and a professional waiter at night. A most interesting and articulate guy, he allowed that he

made more money waiting tables at this restaurant than he did teaching college students. I can easily believe that he does well because he's an excellent waiter but earning less as an educator just sounds wrong to me.

Changing gears, by the time you read this we will have completed our DE season with our event at Palmer Motorsports Park. Hopefully you've all read Track Chair John Dunkle's column in last month's Nor'easter where he put forth his philosophy on DE programs vs DE events. It's a good read and important for participants (and potential participants) to understand.

Finally, please indulge me while I rant. We're entering the season where many of us start thinking about preparing our Porsches for the winter and getting our snow blowers tuned. It's a sad season. Pools get closed, cars get stored, daylight disappears sooner and it gets cold. Fall at least offers the beautiful foliage but winter, offers me nothing but naked trees, dirty roads and my favorite of all pastimes, shoveling snow (ugh). About the best winter provides is an invitation to "get out of Dodge" and I've already RSVP'd my acceptance.

See you next month . . .

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Back on the Road



Tom Tate

As many of my loyal readers know (both of them), my Speedster came out of a barn back in the '70s painted silver. Once put together, I drove it and even showed the car that way believing that it was originally a silver car. When the paint gave up 25 years later and began to crack and chip I ordered the Certificate of Authenticity from Porsche and discovered that it started life as a black car. Actually, one of only four black Normal engine cars built in 1958. Black was not a popular color.

Once I removed the door panels I could see the black remaining inside the doors. The previous owner was still in NH so I called him to find out what he knew about

I immediately knew this was the car that my Speedster had raced against 55 years ago.

the color change. Turned out that he was racing the car at local tracks at the time, Bryar in NH and and Thompson in CT, and he was running with a good friend that had a Speedster in silver. Once his car got banged up enough to need a repaint, he went with silver because he liked the color and they looked like a two car team.

As far as he knew the other silver Speedster was still in his friends basement, parked in 1966 when it developed an engine noise. I tracked it down and sure enough it was still sitting under his house waiting restoration. That was in 1994.

I called every few years to check in with the owner until one year the call was answered by the widow. The Speedster was blocked in the basement by an XKE that was going to a local NH restoration shop and then it was to be restored when the Jag was done.

I have seen more restoration projects than I can count stall, let alone the second candidate in line, being handled by a surviving spouse. I put the number on my call

back annually list. I never realized how determined this spouse could be. That was 21 years ago.

After a few calls to find a little progress each time, I invited the owner, Lee, to the 356 Registry East Coast Holiday held in Danvers MA in 2012 thinking that she might be inspired to either get the restoration finished or sell the car. By then I was told that she was working on the interior.

As it turned out Lee had by then found Lost Legends, a restoration shop in Weare, NH and the black Speedster was all but finished. It went back to black because that was the color of the car when they bought it back in the early '60's.

Fast forward to Porsche Day at Larz Anderson Museum of Transportation last week. I arrived early to get a good spot with the '65 AZ coupe that son, Rob, had shipped out and saw a black Speedster being unloaded from an open trailer.

I looked close and saw the NH plates on both the trailer and the tow rig. The car was wearing 49 EP on another NH plate. An older (OK, my age) woman was supervising as another women drove the car off the trailer. I told myself that I really should know the car as I walked up to the third woman who was guiding the car off the trailer. I asked her who owned the car and she said, "Lee", pointing to the supervisor. I immediately knew this was the car that my Speedster had raced against 55 years ago. The plate was Rudy's old number in the E production class.



Lee was happy to see me and wanted to know where my car was, of course. She had seen it at the ECH in 2012 but it would've been nice to park them together after all these years. Alas it was not to be this day. The Champagne Yellow SC coupe, with a small For Sale sign tucked into the side window, had gotten the nod.



The day only got better as more and more 356's rolled onto the grass. It was a terrific day as both the top and bottom lawns were filled with Porsches.

Attendance is always controlled by the weather and this day turned out to be perfect. Everyone entering a car at the show received a card to vote for the best of each model and Lee's Speedster won first place in the 356 Class. In addition to that award, she was also voted first overall as the Judges Choice, so it was a two trophy day for the black Speedster from NH. After all those years it was certainly worth the wait as the old race car would have scored high at Pebble Beach let alone at a Peoples Choice Show in Brookline. The restoration was finished by Lost Legends and their work was first rate. While not 356 experts, they really did their homework and with Lees help, it was correct down to the last nut and bolt. I certainly underestimated the tenacity of this owner who not only

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The Long and Winding Road

Lights Out!

Some months I struggle to find fodder for a column, other months I got lots – this is one of the easy ones. Let's start with this: Sunday, September 10th was the first annual Charlie and Martha Dow Fall Tour. Charlie apparently pulled some strings and we got bluebird skies and a nice cool day for a tour of the North Shore – starting in Beverly and ending in Newburyport. There is a write-up and pictures elsewhere but (as VP Activities and ostensible head of driving events) I need to thank Gary Cooper and Tony Miniscalco for putting on a great event. It was well planned, well executed and a good time was had by about

And Labor Day saw the death-wish Jamaican Bakin' team take TWO CARS to the Thompson 12 hour Chumps race.

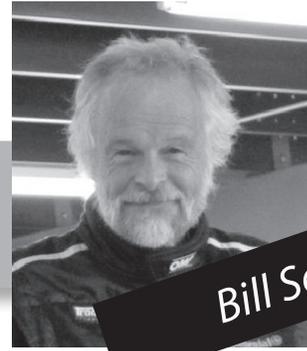
40 carloads of members. Charlie and Martha's son Eric along with wife Hannah and grandson Daryn (who was polishing Charlie's yellow 911) were there to get a plaque marking the occasion. Tom Tate arrived in a yellow 356 (bad on me, I left mine at home) with a suitcase on the rear rack – very classy. There were lots of very shiny cars. Nice event.

The weather was not so cooperative for NCR's DE event at the brand new Tamworth NH track. I went up the night before and stayed at the Econolodge Hotel only a few miles from the track (nice and clean but noisy) and had dinner with lots of fellow PCA'ers at the Hobbs Tavern (a winner in all three food groups – martinis, beers and burgers). The track is really something: lots of elevation changes and challenging turns – only one real straight. There is a lot of runoff and the track is crazy wide (I guess for safety, but it sure offers infinite lines – they'd

be 6 wide in a Lemons race!). The view would have been spectacular if it didn't pour rain all day. I was sharing the Miata which suffered from a lack of defroster and a roofline that funneled water onto the driver's left leg – so I only drove one session and my student left early so I didn't even ride that much. I'm afraid I can't offer any tips on how to drive the track. And the track facilities aren't fully built out yet so I'll withhold judgement on that as well – but I'm sure it'll be great once done. The one concern I have is that the flag stations are way up high and nowhere near the drivers' line of sight. One solution would be to put in lights but as it is now you could easily miss a yellow flag in a blind corner.

It will be interesting to see how the track is managed in the future – will there be enough members signing up to support the track (like Monticello) or will they need to rent it to clubs? We will hope for the latter as it is a fantastic track for us to use for DE's.

And Labor Day saw the death-wish Jamaican Bakin' team take TWO CARS to the Thompson 12 hour Chumps race. Mr. Negative predicted chaos and disaster but fortunately I was proven wrong and, while it was far from trouble free, we managed 20 hours of racing out of the possible max of 24. My faithful reader will recall that this race last year was the pinnacle of Bakin' success with a 2nd overall/1st in Class finish for the Miata. To accommodate the many hours of required driving we added two ringers: Jason Woz and Damon Josz (both of whom have much more wheel-to-wheel experience than our core crew of me, Dave Berman, Chip Wood, Dennis Mascetta and Kristin Larson). Chump rules mandate



Bill Seymour

that no one drive longer than two hours so we planned 6 shifts in the BMW. The Miata will only go about an hour and forty-five minutes before it runs out of gas so 7 shifts were planned for that. The Miata was in Class A (under 1.9 liter) and the BMW was in EC class (too much work done to it so it failed the 1,000 point limit and runs in the "exclusion class"). There were 9 cars in EC and 11 in Class A.

Thirty-six cars started the race and it quickly became clear that there was one very quick car in the field – a Honda S2000 in EC – but otherwise the BMW could keep up with anything else. Dave took the first shift in the BMW and, what do you know?, the Honda broke so he was in first place when he pitted after two hours to hand over to me. All the other lead cars pitted so I was quickly back in first and happily motoring along thinking "this is really easy, you don't have to look in your rear-view mirror because no one is catching me!" when the car lost power and was making funny noises. I pulled off and drove back in via the oval, parked in the garage and walked over to the pits where everyone was very surprised to see me since they hadn't noticed that the car hadn't been by in a while. The funny noises were emanating from the top of the engine and pulling

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Minutes of the Board

August Meeting



Alan Donkin

The Board's August engagement was kindly hosted by Bill Seymour and Rosemary Driscoll at their home in Sherborn on Tuesday the 15th. Other attending board and chair members were Dick Anderson, Kristin Larson, Sterling Vernon, Robert Jacobsen, Stan Corbett, and myself. Adrienne Ross was unfortunately absent due to work pressures but Steve Ross joined us for old time's sake. The meeting was called to order that evening at 8:08 PM.

Dick lead off with discussion of our plans to offer a "Street Survival School" for newly permitted or licensed drivers. It was proposed that we do this in concert with the Boston Chapter of the BMW Club who have already indicated that they would like to participate. We're currently looking at several Rhode Island venues that may provide a suitable location for this effort and we are also querying PCA National about their level of support with this.

Glenn then ran through his list of activities on the roster for non-driving events slated for the rest of the year. We discussed the upcoming Cars and Coffee to be held at Lala Java in Northboro where the theme is a food drive for the Worcester Veterans Food Bank. Discussion then turned toward the upcoming Swap Meet at Palmer Motorsports Park in October. This new event is only short time away and many things are still in the planning stages. Sponsors, PCA insurance, fun laps with or without pace cars, and admission proceeds were all considered. The goal is for this to become an annual event modeled after the big one down in Hersey PA. Other upcoming events for the year were briefly discussed including the Gala, the Paul Russell visit, and an idea for a cars and coffee in Westwood. Glenn noted that two recent events, the Tech Session held at Wheel Dynamics in Natick and the Wine and Food Pairing at Alta Strada in Wellesley were both a

great success.

Robert previously submitted his monthly financial report by email and the board voted to approve it. Robert is working on updating our system to collect advertising and sponsorship fees to get more timely payment from those folks and businesses that support our club. Dick mentioned that itemizing and reviewing all the financial transactions for each separate event would be good information for the board to consider. Robert agreed to put that information together. Bill mentioned that he had DE revenue concerns as the track events are not producing as well as they have in the past.

Sterling, although toiling tirelessly in his role on the Board of Membership, reported that this month, membership renewals was down about 8% although 19 new primary members joined our chapter. We tossed around a few ideas to bolster member retention but Sterling's sense of things is that the club has been a bit too DE-centric. Doing more cars and coffee events and a new tour or two all agreed would be good ideas. The current totals stand at 1833 primary and 976 affliate members for a total of 2809. We had 4 members transfer out of our chapter and 1 transfer in. Concerns have been raised about how we distribute information to our membership and Sterling made a motion to ensure that member information stays private and is not distributed to third parties and the motion passed.

The next and most difficult discussion was about what to do with the Nor'Easter. Publishing costs have risen to the breaking point where we're spending \$36,000 a year for at last count, 305 paid subscriptions. Only close to 10% of our membership thinks it's worth the 15 bucks a year to support our newsletter in hardcopy. The board spent a fair amount of time discussing what

options we had to keep the printed version vs. only offering it online. A motion was finally made to eliminate the printed version and to create a sub-committee to implement this change including a review of our bylaws for any necessary changes there. The motion carried and 4 board members volunteered to join the subcommittee.

A motion was made to adjourn the meeting at 10:22PM and all voted in the affirmative.

Happy PCA Anniversary!

THIRTY YEARS

Edward T. Russell

TWENTY YEARS

Rick Gilbert
Donald E. Shobry
Robert Voskian
Penn Young
Jeffrey Lasker

FIFTEEN YEARS

Beverly F. Lieberman
David O. Dudley
Thomas J. Lynch
Joseph M. Maguire
Joseph F. Carbonneau

TEN YEARS

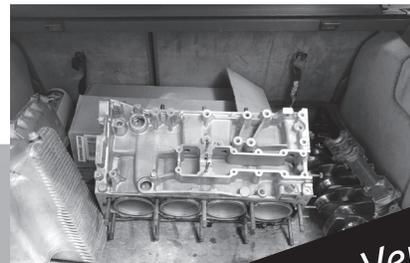
Brett Srocinski
Glenn R. Bruno
Mark Connolly
Skeets Downey
Dina Witwicki
Evelyn T. Schraft

FIVE YEARS

Jonathan C. Smith
William L. Sleison
Manuel A. Lopes
Joseph A. Camillo

Loose Nut Behind the Wheel

New Block for the Kid



Sterling Vernon

Last month, I was lamenting the complexity of the path that was suddenly stretching out before me. Well, in retrospect, it looked far simpler then than it does now.

I was able to tear down the original motor without too much difficulty, having had a practice run on the spare motor. The hardest part was keeping track of all the bits and bolts and washers and screws and throw-away seals that would all need replacing. But I can't throw them away yet because I'll forget that I'll need to replace them. To say my gray matter is being challenged to keep all this info in there is a massive understatement. My biggest obstacle always seems to be my

Those crazy engineers! This isn't specific to Porsche either. It was used by Ferrari and Lamborghini and many others.

brain. Although, my wife says my mouth is a close second.

I now had two complete motors - in pieces - strewn all over my barn. It was time to see what bits would be salvageable and what the plan would be to get them all back into one working whole. The first question was which block to use. Research says just about all of the blocks are the same with the exception of a slight revision to an oil passage from 1988. As I looked closer and laboriously cleaned the two blocks, I found a nasty looking score in the bore of the #1 cylinder of my original block. Well, that's not good. If I wanted to use this block, it would have to either be bored and honed - a tricky process with the Alusil block material - or it would have to be bored and sleeved - a process where the cylinder walls are removed and replaced with a drop-in replacement cylinder made of iron. The Alusil is interesting because the whole block is cast with an alloy of aluminum and silicon so that

the inside of the cylinders can, through a very specialized process, have a bit of the aluminum portion removed to allow the pistons to ride up and down mostly on a layer of nice, slippery silicon. Those crazy engineers! This isn't specific to Porsche either. It was used by Ferrari and Lamborghini and many others. In fact, it seems Lamborghini is still using Alusil while the rest of the world has moved on to better things.

In light of this large potentially-oil-leaking score in my original block, the NA replacement block was looking more promising. I found a machine shop and race-engine-builder close to my house and brought them the NA block and the

cradle so it could get cleaned up via hot tanking. As I looked at the block, there was a fair bit of corrosion inside the area around the head studs which wasn't ideal. Those

would have to come out as getting back to my ~400hp-ish level necessitates a beefy aftermarket head gasket and better head studs. My original Turbo block has these items and would need to be swapped over. Sure enough, the machine shop called to say that they worried a bit about trying to get those studs out. If you break one, it's almost impossible to drill out the remainder as they go way down into the block. It's always something.

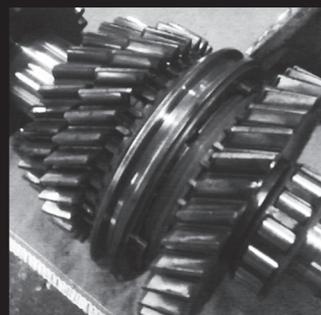
While that was going down, I had to figure out what to do about a crankshaft. My original had the spun bearing and probably would, at minimum, need refinishing and possibly smaller-inner-diameter rod bearings to account for ma-

terial removed in refinishing. My replacement crank has a slightly different design - the con rod oil journals are cross-drilled. From my days as a pre-teen watching NHRA drag racing on TV, I recalled that cross-drilled seemed to mean "good" so I was surprised that Porsche moved away from it between my 1984 engine and my 1986 engine. I hopped on Facebook to express my consternation on a 944 forum. The flames started to roll in. We actually got to a very informative discussion of what really causes bearing failure in these motors, oil cavitation, and oil aeration, and some very deep engine-y stuff that will put

continued on page 34

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.



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Porsches and Coffee

Sunday, October 22nd

2017 Calendar At-A-Glance

October

7 - Tech Session - South
Shore Autoworks

8 - Porsche Exhibition

9-10 - NCR DE Event at
NHMS

11 - Board Meeting

14 - NER AX 5 and Party

16 - Zone 1 AX

November

15 - Board Meeting

December

13 - Board Meeting

Our last Porsches & Coffee of the 2017 season brings us to University Station in Westwood, Massachusetts on October 22nd. We will gather together, grab some coffee, something to eat, and socialize just as we always do, but this time with a few differences: University Station will graciously donate \$1,000 to our charity Homes For Our Troops! Plus they will provide the coffee and food at no charge!

Watch for the signs on University Avenue to direct you to our dedicated parking area. Stay tuned for more details!

This is a developing event, so please check the site for any updates!

<https://porschenet.com/events/porsches-coffee-to-benefit-homes-for-our-troops>



NER AX #5

Saturday, October 14th

NER AUTOCROSS SERIES EVENT #5
SPONSORED BY

PORSCHE NORWELL
AND
END-of-SEASON AUTOCROSS PARTY

The NER Autocross Season holds its fifth and final event of the 2017 Season on Saturday October 14th at Moore Airfield at Fort Devens and will be sponsored by Porsche of Norwell. We hope everyone will come out for one last spin around the cones before the weather starts turning cold ... and several class winners could still be determined on that last day!

Following the event, we will holding our end-of-season party at Billiards Café in Ayer starting at 5:30 PM where we will have a buffet meal, announce the season winners, and hopefully have a slideshow of the past season at Devens. Everyone is welcome to sign up for the party, even if you are not running in the autocross event that day. For those who just want to come and check out the event, we offer ride-alongs (with an experienced driver during the event) to anyone who registers and makes a \$20 contribution to the Club charity, Homes for our Troops. So consider inviting friends and spouses to the event for a few rides, or sign them up for the party and have them join us at Billiards afterward. Registration for the party is separate from the AX event and opens on www.pcaner.motorsportreg.com on Sept. 9th and closes on Oct. 10th. Cost is \$29 per person. Drinks are not included but Calvin and his crew will have an ample supply of craft beers, wine, and spirits available at the bar.

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

Drivers will get at least 9 individually timed runs and hopefully more depending on the number of drivers and other factors. Trophies will be awarded to the top two or three drivers in each class depending on class size that you can use for bench-race bragging rights.

Registration for the AX event and ride-alongs opens on pcaner.motorsportreg.com on Sept 9th. You must sign up online by midnight, Wednesday October 11th .

The gates open at 7 and check in ends at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for check in and car prep for tech inspection. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats. We will take a 20 minute lunch break between the morning and afternoon heats. Water and sodas are always provided throughout the day free of charge.

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

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

Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details.

We look forward to seeing you at this event. Questions: contact AX Chair Chris Ryan (autocrosschair@porschenet.com). For registration information, contact the AX Registrar Jeff Johnson (autocrossreg@porschenet.com).

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is 91 Fitchburg Rd. Ayer MA. From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. Please be prepared to show your driver's license and PCA Membership card.

Tour of Paul Russel and Company

Saturday, November 11



On Saturday November 11, NER will be taking a tour of the internationally famous restoration shop Paul Russell and Company <https://paulrussell.com> in Essex Mass. Attendance is VERY limited. Preregistration is required and will open early October. Please check back for registration details.

23 of Paul Russell's clients' cars have won 45 Best of Show honors since they first started attending Concours d'Elegance events in 1987. For more on these and other award winning projects, visit their portfolio (<https://paulrussell.com/rPortfolio/>). They have generously offered to let NER members tour their shop.

Questions? Please email Glenn Champagne admin@porschenet.com





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DATE**

JANUARY 6, 2018

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Northeast Region**

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Saturday, January 6, 2018 7pm-11pm

**The Museum of Science
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FOR DETAILS**



September 14th, 2017 South Of Boston (SoBo) Porsches and Coffee At Sweet Berry Farm, Middletown, RI

Rosemary and I woke up to a humid and overcast sky without any typical ocean breezes this Sunday morning. I guess we should be thankful that, so far, no immediate storms are forecasted for New England today. I loaded the car with all my stuff for the coffee and we arrived at Sweet Berry at 9:40 AM; Bob Andrews had already parked his 2011 white Cayman S on the grass.

Most of the Porsches arrived by 11 AM including a 356 Cab and three very clean 944s. Peter and Valery Varrasso, first timers, arrived early in their two-tone black and grey 944 with black painted rims. The black and grey is tastefully separated by a thin maroon stripe. A friend of his painted the car; the grey bottom was the original color of the 944. Peter has owned it for four years; he saw the car located in Connecticut on eBay. He became a PCA member two months ago.

David Polson took possession of his first Porsche, a 99 silver Boxster last month. The Boxster has a bit of bling because of the red interior. David purchased it with the odometer showing 31,000 miles. He found the Boxster on Craig's List.

Another first Porsche owner was Sean Sweeney and his 99 black Boxster. Sean has owned the car for a year. He saw it listed at Herb Chambers with the odometer displaying just 935 miles. When he first contacted the dealer he was told that it had been sold, but a week or so later he saw that it was still being listed so he called again. It seems the original buyer couldn't come up with the money so he grabbed it.

Kevin and Kathy Joeckel parked their 2013 silver Boxster S; they have owned it for just three days. They purchased the low mileage (4k) Boxster from Westwood Porsche. This is their third Porsche; they also currently own a Macan that she loves. John Bruadage arrived in his Vesavio

Copy and Photos by Roger Slocum



C4



David Polson



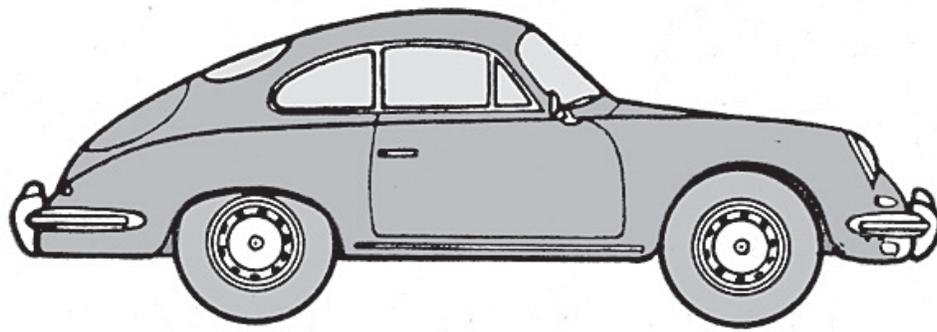
John Bruadage

(kind of purple/dark blue) colored 2000 C4. This is John's first Porsche that he has owned for about a year, and it had just 41k miles at purchase. For John this is a very enjoyable daily driver. John is looking for another set of rims so he can more easily mount snow tires. Last year he mounted snows and said that the car was awesome in the snow.

Before I forget, I need to mention last week's drive in memory of Bob Dow that was organized by a Sobo regular, Gary Cooper. This was the first time Rosemary and I had been to this part of Massachusetts and we thoroughly enjoyed the drive through Beverly and other coastal towns as well as the rocky coast on Atlantic Road. I think it was during this drive that we might have discussed the differences between car enthusiasts such as: Porsches, Corvettes, and Jaguars. It seems that Jaguar owners are unique in that their stories often relate to where they broke down, as is the case with my wife's experience driving with a girl friend in her XKE during the 60s. However, I have to admit that a classic XKE looks like it is in motion when it is parked.

We have a few PCA NER nametags that have not been picked up. We always bring them to the SoBo coffees, so if anyone knows the following people let them know they will be available at next month's event. They are: Pete Checkoway, Tom Heffernan, and Sheila and David Ward.

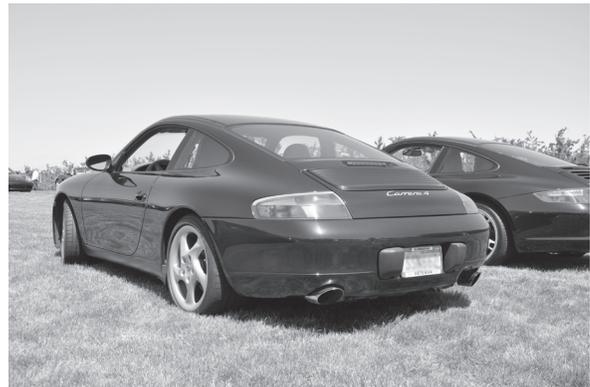
The next SoBo, and probably the last for the season, will be on Sunday, October 15th 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com



Kevin & Kathy Joeckel



lawn ornaments



My Carrera 4



Peter & Valerie Varrasso



Sean Sweeney

2017 PCA ZONE 1 AUTOCROSS

Copy and Photos by Anker Berg-Sonne

What better way to spend a weekend than threading your Porsche around cones at the Moore airfield in Ayer? Add to that the perfect weather of the 2017 PCA Zone 1 autocross, run by NCR and chaired by Joe Kraetsch. A total of 78 participating drivers from Green Mountain (1 driver), Niagara (1 driver), Northern New Jersey (1 driver), Connecticut Valley (3 drivers), Hudson Champlain (15 drivers), Metropolitan New York (16 drivers), North Country (17 drivers), and Northeast (23 drivers) competed for the region team trophy. Hudson Champlain was the best dressed team with matching T shirts.

Saturday the course was laid out to run counter clockwise as a fairly technical course with some tricky sections. The ones causing the most trouble for

drivers were an offset slalom with 5 cones, all with double pointers, and a V box with two clam shells bracketing it. Each of the two run groups got 5 runs morning and afternoon. At the end of the day North Country was in the lead with 80 points.

After the Saturday session there was a barbecue at the Springhill Suites.

Sunday started out with heavy fog that made the new course, this time going counter clockwise, difficult to see for the early course walkers. The tricky sections were retained, but this time in the opposite direction, and a new one was added on the main runway with a sharp left around a cone shortly before getting to the offset slalom. The final section was initially laid out to be an almost straight run to the timing gate, but was modified to slow it down after the safety inspection.

In order to get visitors on the road at a decent hour the decision was made to run just one group in the morning and switch over lunch to the other group.

You would have thought all drivers would have figured out the tricky sections carried over from Saturday, but they still caught several drivers. Jeff Johnson managed to hit cones in the offset slalom in four out of his 6 Sunday runs.

Partway through the afternoon session Neil Halbert's cooling fan decided to chew through a cooling hose, which put his 944 out of the action for at least one run. Fortunately he was able to get a spare from another driver so he could drive it home.

At the award ceremony at the end of the day North Country took the trophy with Northeast in second place.

Trophies taken by Northeast members



were in IO1 1st for Mark Skala in IO1 in his blue 1970 914-6, and 2nd for Bill Aubion in his 1984 black 944; in P1 1st for John Goudreau in his silver 1973 914; in P3 1st Adam Small in his bronze 1984 911, and 2nd Robert Canter in his black 1984 911; in P4 1st, Nick Durham in his black 1991 911 C4, and 3rd Georges Rouhart in his black 1993 968; in P6 Robert Galejs in his black 2014 Cayman S; in P7 2nd Chris Lindquist in his white 2009 Carrera S; in S1 1st Adam Blauer in his gray 1994 968, and 3rd Jim Fox in his white 1994 964; in S2 4th Anker Berg-Sonne in his silver 2004 Boxster S; in S3 2nd Jeff Johnson in his gray 2009 Cayman S, and 4th Chris Doty in his gray 2014 Cayman; and in S4 4th Alan Davis in his blue 2015 911 GT3. Looks like we have to do better in S2, S3 and S5 classes to beat NCR next time.

Personally I had a great weekend. I have new rubber on the rears after finally, and gladly, wearing the old HTR IIs down to the wear strips. The new rubbers are HTR IIIs, not ideal AX rubber, but a compromise as long as I only have one set of rims. In spite of the tires and the nut behind the wheel I ended up with a fourth place in S2. Even with the compromise tires I know there are several more

seconds to gain with more practice. I am having a lot of trouble with tight turns and need some instructor help with those. I feel good about my slalom performance and getting the wheels where I want them, maybe even getting a bit too close. On both of my fastest runs I hit a cone and had those times ruined. I do hope to find a set of 17" Boxster rims before next season that I can put 200 wear tires on for AX and DE.

FUNTOY, the 2004 Boxster S that my wife and I bought exactly a year ago, has been a wonderful car, great on the track and around cones, but also a joy to drive around with the top down. We even took a trip up to the Nova Scotia and PEI that added another 5K miles to the 104K that the car had on it when we bought it. It is amazing that a 100K mile plus, 12 year old car can be in such great shape.

This is my first year autocrossing with NER and it has been a blast. I am getting to know and finally learning the names of the regulars at our events. The AX school at the start of the season was terrific and the instructors have been extremely helpful.

I took a large number of photos that you can peruse at <http://tinyurl.com/y90aq8w2> and <http://tinyurl.com/yddzogl6>







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FALL FINALE AT PALMER

Copy by Sterling Vernon and Photos by Jon Bennet

The Northeast Region enjoyed spectacular weather for our end-of-season three-day event at Palmer Motorsports Park. We saw record attendance at this event with 170 cars (!!!) and over 180 drivers! That is absolutely incredible by any standard of measurement. And lest you think all those cars might cause congestion out on track - the organizers were right on top of it, making us all practice our "exercises" (point by to the left...point by over the roof to the right...repeat...) before hitting the track on Saturday morning.

Speaking of teaching and practicing, we were lucky to once again have Lee Carpentier, pro driver and coach, to instruct many of the run groups during the course of the weekend. Lee's sessions, with content tailored for each run group he addresses, helps us all improve in his very cheerful and humorous style. Lee also spent a lot of right-seat time with our instructors, helping to make sure we are all at our best.

As yet another special educational experience, Dr. Andy Kaufman, a PCA member from Syracuse (but a Boston guy to us since he went to MIT), a forensic psychiatrist, and coach to many performance athletes and business leaders, gave memorable and fascinating sessions about how to prime one's brain for high performance driving by focus-

ing on the mental side of performance using cognitive science. He focused on the two main stumbling blocks many of us face while high-performance-driving: focus and confidence. His qualifications and teaching experience (SUNY Syracuse) allow for a much deeper dive into the workings of the mind than might be typically covered by most coaches. Dr. Kaufman is mentored by Dr. Jacques Dallaire, author of some fascinating books about mental performance and coach to folks like Helio Castroneves and Patrick Dempsey from his office at Charlotte Motor Speedway.

Dr. Kaufman led a session for the White run group on Friday and one for our advanced drivers and instructors on Saturday. He taught them "the three R's" for maintaining focus and reducing possible anxiety. What are those three R's? Luckily we'll all be able to learn more about them next season as our head of DE, John Dunkle, has asked Dr. Kaufman to team up with Lee Carpentier next year to begin to develop some NER-specific programming. We're blazing a trail in this area and next year is going to be even better. Our DE team is really putting the "E" (education) back in "DE". And the kicker - Andy lost third gear in his GT4 during the first session on Friday but stayed with us and did a great job. We hope his car is back out there soon.

If all that weren't enough already, we had a live auction on Saturday after the track went cold and raised over \$1,000 for Homes for our Troops by auctioning Porsche swag donated by Norbert Martel. The one item John Dunkle, auctioneer, wanted for himself - a 1/18 scale 2.7 RS - went for some serious money. We had a lot of laughs that evening.

Many thanks to all the people who came out for the event and huge thanks to the team that pulled it together and to South Shore Autoworks, the event sponsor. It really was a grand finale!



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THE CHARLIE AND MARTHA DOW FALL TOUR: A PICTORIAL REPORT

Copy and Photos by Bill Seymour



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The 2018 Slate for Election of the North East Region of the PCA.

Treasurer: Robert Jacobsen

Robert became a PCA member in 2012 shortly after purchasing his current 993 while living in the greater Washington D.C. area. The future ownership of an air-cooled Porsche was destined to be after riding in a 964 Turbo owned by a family member at the young age of 5. Fast forward to 2012 and a deal was struck to buy a Guards Red 993 the same day Robert planned on proposing to his girlfriend and now wife, Susanna. However, the purchase took much longer than anticipated and resulted in Susanna waiting to be picked up at Reagan National Airport for four and a half hours, dinner reservations cancelled and the plans for the entire evening thrown into disarray. In the end, miraculously she still said "Yes". After purchasing the 993, Robert heard about PCA from a fellow member (Founders' Region) while attending a Cars and Coffee event in Great Falls, VA. While living in the DC area for about three years, Robert attended numerous PCA social events as well as autocrossing and rallies. Originally from central Massachusetts, Robert and his wife moved back to Massachusetts in 2014 changing regions to NER.

Beyond any Porsche-related activities, Robert volunteers on Ranger Patrol at Wachusett Mountain, trains year-round for Ironman and half Ironman distance triathlons, and is the Finance Director for Hope for Worcester a 501(c)3 organization in Worcester, MA.

After starting his career with State Street Corporation in Boston, Robert accepted a position with Cambridge Associates in Arlington, VA and upon moving back to Massachusetts now co-runs an independent registered investment advisory firm, Assabet Advisors, LLC.

Robert has been serving as Treasurer for our region since January 2017.



Secretary: Nick Durham

I am honored to be considered for the role of the board secretary. My Porsche ownership began in college with an early 924. Even though the little four cylinder lacked any resemblance of acceleration, it was sturdy enough to try out one of these autocross events that I had heard about. So I became a PCA member in 2000 and promptly drove the 924 to occupy the last-place position at a few AX events. In 2004, I moved from the "Happy Valley" of western MA to Somerville with a very modified 924 turbo in tow, providing great entertainment for a few years. The 931 gave way to my current 964 cabriolet which I bought as a birthday gift to myself. With the 964 I began attending autocross events more regularly and slowly made my way out of last place. It only took 17 years, but now drivers actually ask me for tips on navigating the cones. While the competition is always great fun, the fantastic friendships that I've been lucky to make within that group are really what keep me coming back. This past year my wife, Natalie, has been joining for more seat time in the 964. We also run our Mini Cooper S (convertible, of course) with the BMW club, which drives almost 100% differently than the Porsche.



2017 was my first year volunteering for the club in an official capacity. I have been curating the autocross webpages (though Sterling is responsible for the dramatic website overhaul!) and helping out the autocross committee members where I can. In addition to having summer weekends occupied with AX, my wife and I spend our time chasing after our 70-pound sheepdog puppy, traveling and visiting family in Ohio and California, visiting friends all over the world, eating dessert before dinner, and generally searching for adventures. During the day you can find me at the Harvard-Smithsonian Center for Astrophysics where I work within a team dedicated to keeping the Chandra Space Telescope at the forefront of X-ray science discovery. Because it's hard to get enough wind in your face with two convertible sports cars, you'll find me commuting to the office year-round on a 45-year-old motorcycle.

VP, Admin: Glenn Champagne

Glenn is a longtime NER member having been active in autocross and many social functions over the years. He returns as VP of Administration and looks forward to what should be an exciting 2018! Joining the club was a great way to learn more about all things Porsche, but quickly realized the great sense of community. His unique zenith blue 996 is the only Porsche he has ever owned, but continues to notice pretty sweet looking Carrera S's out there.

Glenn is a business angel investor focused on early stage high technology companies here in the Boston area, but also enjoys equities and options trading. His software career focused on database management and business intelligence as a techie, sales guy, executive, and always loved the excitement of the start-up.

For seven years, he entertained and hopefully comforted children battling various cancers at Boston Children's Hospital. Played about a thousand video & board games losing consistently. Told stories. Endlessly discussed and debated topics of great import like cars and professional wrestling.

Glenn and Betty (Mosley) live with their two cats Jabba the Hutt, and George of the Jungle. Although an aging skier, he and Betty look forward to spending more time skiing and snowshoeing in Stowe VT, eating more oysters on Martha's Vineyard, and auto crossing. One of these years, they might, just might return with the 996 to Le Circuit, and maybe just maybe, experience The Glen.



VP, Activities: Adam Schwarz

I've been a Porsche enthusiast since I was a little kid. I remember the day; I was walking to school and this loud and beautiful car zoomed past me. The rear of the car was emblazoned with the name that I would soon become obsessed with. PORSCHE. I've been stricken with the disease ever since that day. I was already a "car guy" with an interest in American Muscle but Porsche changed my ideas. I have owned about 10 different Porsches over the years. I've had air cooled, and water-cooled but these days I am focused on the mid engine chassis on the 986/987 cars. Their balance makes for such a fun experience on the track. I also enjoy working on them, but my mechanic would probably say I need to learn a thing or two.

Since 2011 DE has become my passion. Over the last few years, I find my way to as many track days as I can possibly fit into my schedule. That leads me to how I started helping out and later ended up on the track committee. This is a club. And I strongly feel that it will only be as strong as its members are. Some may not be interested, or have time to volunteer. That's absolutely fine, but I feel that its getting involved in the operations of the club that can help us all have as good a time as possible. I started helping out a few years ago and have been working on the track committee for the last 2 seasons helping to organize the events, specifically helping with track operations. And now, I am looking forward to helping the club more with a position on the board.

Outside of the track I am a techno-geek. I work for Oracle Corporation as a solutions architect, but have been managing technology of different flavors for 25 years. I am looking forward to being more involved with club operations.



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Membership: Anker Berg-Sonne

and my wife, Kirsten, joined the PCA and the North East Region when we bought our 2004 Boxster S, FUNTOY, in 2016. We have had two earlier false starts in becoming members of the Porsche owner family. In 1978 we emigrated to the USA from Denmark and decided to check out a Porsche 924 as our primary vehicle. Unfortunately we weren't able to fit all four members of our family into the car in spite of our children's young age, so we bought a Ford LTD Country Squire instead. The second false attempt was when my younger brother tragically passed away in a diving accident 12 years ago. He lived in Sweden and owned a 944 Turbo S Cabriolet that I tried to import to the US after his passing. Unfortunately we learned that it would be very difficult and expensive, so we abandoned that idea.

Both my wife and I are retired and found that FUNTOY is a wonderful shared passion, both for driving on country roads with the top down, a vacation trip to Nova Scotia and Prince Edward Island and meeting other Porsche owners at Porsches and Coffee and organized drives.

I have enjoyed participating in both the social activities and the more "hard core" performance oriented activities HPDE and AX. I have particularly enjoyed getting to know the membership of the NER and the surrounding regions. My current passion is AX and this year I have participated in as many autocrosses as I have been able to fit into my schedule. I would love to get my wife involved in AX and will encourage her to go to AX School if it is held next year.

Back in my youth I maintained my cars out of pure financial necessity. I vividly remember replacing a Fiat 600 rear axle in the parking lot outside our apartment in the middle of a snow storm, and also replacing the engine in the same car twice the same day. The second time because there was a part left over when I completed the initial one. I do as much maintenance as I can on FUNTOY and relish the feeling of accomplishment after successfully replacing trailing arms, O2 sensors, and also smaller tasks like marker lights and sun shades.

I am a computer scientist by education and was privileged to have my hobby as my vocation for my entire working life. Initially working for Digital Equipment Corporation and after 19 years there as the CTO for a number of startup companies in healthcare and building automation.

Other than Porsches I also enjoy flying radio controlled model gliders, golf, photography, and international travel.

On a volunteer basis I have been a member of the board of directors for a number of organizations, including the Boston Sea Rovers, the oldest SCUBA diving club in the nation, and our local water company.

I have always been interested in making new friends and acquaintances and applying my experience and skills to any organization I am a member of and look forward to doing this in the PCA North East region over the years to come.

[Anker will also be nominated for a new committee role as Co-Chair of the Communications Committee]



President: Sterling Vernon

Hello! I'm Sterling, the one on the left of the picture, and I'm excited to be considered for the role of President for our region. This past year being on the board as the Membership Chair has been a huge amount of fun and learning for me. At this time last year, I was barely sure of what I would be doing to try to help out but I was eager to try to pay all of you back for the camaraderie and enjoyment I've received from the club in recent years. My very able predecessors, Steven and Laurie, taught me the ropes and I tried to run with it. I've learned so much more about our club - you! - than I imagined I would.

I've learned that we are an incredibly diverse group of people. While we are largely centered around Boston, we have members all over New England. And well beyond too. We have members in Florida, Arizona, California, Oregon, even Canada! I've learned quite a bit about the history of our region, too. We were founded in 1959 and we currently have active members that are 80 years old and older - some of whom, like Roger Slocum, are still creating events for us such as our SoBo meet-ups! Our region will celebrate its 59th year in 2018. And a big milestone the year after that, of course.

We are chock full of intelligent, hard-working, accomplished individuals who, despite the demands of work and life, are enormously generous in so many ways. I can't even begin to describe how blown away I am each day that each of you are as willing to share your knowledge and resources with each other as much as you do. A comment on Facebook about our DE finale event this year at Palmer summed it up for me - "this is what it means to be a club."

Being on the board has given me insight into the volunteers and real human beings who do everything in our club. No one gets a salary and yet we all work together to make amazing events and very special experiences happen for each other. The autocross committee, the DE committee, the social committees, the nominating committee, the non-driving events committees - and, far from least, our newsletter editor who has been dutifully on the job for seven years! I had an inkling of the fact that we had great people making all this happen and, at this point, I can absolutely confirm that it is true. In fact, I'd like to invite all of you to help out by volunteering for something in any way you can. Many hands make light work.

I'm excited to work with the nominees for the other roles on the board. I've had the privilege of working with many of them this year. I'm sad to not be working with some of the folks who are rolling off the board - Alan, Adrianne, Bill, Kristin - your time and help this year (and well before that) have been tremendous! I'm so glad I'll still see everyone at the track, ax, and at our other events. And I'm sure I'll be emailing looking for advice well before that...

For those who have no idea who I am, I have been a member of the PCA since 2005, long before I had any time for PCA events. The pesky work thing (technology consulting) kept getting in the way. When I finally had a couple of nickels to rub together and my children were at least out of diapers (they are now 10 and 7), I jumped into events as much as I could get away with. I love the concours events and car shows, even if my cars are never that clean or nice. I really love the thrill of autocross and the driving skills it helps develop with minimal risk to life and sheet metal. And I adore DE for the thrills and intense experience it provides. But most of all, I really love meeting the people in our club and hearing more about what they enjoy doing.

I'm humbled to be considered for this role and hope I can do it at least partially as well as the many folks who have preceded me. I'm grateful because I know I'll be able learn still more about who we are as a club and how we can have fun together. I'll still have my hands in the website and probably in the emails you'll get updating you on the workings of the club as we transition to more electronic forms of communication - a role I look forward to sharing with the other members of the board hopefully as a new role: Co-Communications Chair (with Anker). I hope this coming year will be a great one for all of us and that I'll see you at as many events as you can manage. If you haven't seen one that appeals to you, come join us in helping create one that does!



On The Edge-- continued from page 6

at once. I needed to go fast, brake hard, turn the car without spinning, and oh yeah, that's a blend line. (First lap, first track ever, I got black flagged for crossing the blend line.)



When I came in, I looked at my instructor, and with more honesty, and vulnerability than I usually share with anyone I said, "I don't think I can do this."

I felt like crying because I'm not a give-up kinda girl. I have been known to have the tenacity of a badger, but this – this was haaaaard.

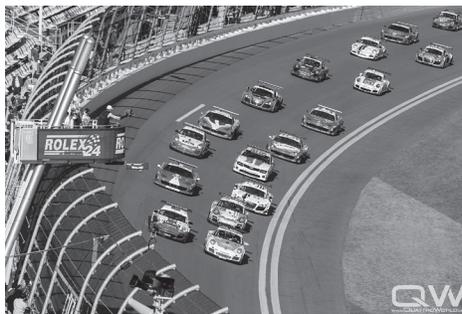
Just as definite, he looked at me and said, "You're going to get out of the car, and you're going to go think about the last 20 minutes until it's time to get back into this car, and then you are GOING to drive."

I have never looked back. From that minute on, it was what I ate, slept and breathed.

My next big experience took me to crewing the 24 Hours of Daytona.



Four days, one 24 hour race. Racing an entire season in 24 hours takes a lot of man-



power, time, food, experience, calculus, and luck. You're not just hanging around for 24 hours, you're awake for about 40 hours – in a row. Once the race starts, you both breathe a little easier (you've done everything you can do), and you're on the edge of your seat calculating your fuel, the drivers, the yellow flags, the accidents, your position, EVERYONE'S position, if they've pitted, when they pitted, tires, are they gaining on you in terms of seconds per lap, which driver is up next, in how many laps, and that cycles and cycles and cycles, unless you crash. Then it's a whole other mind blowing number of

things that can, may, should, and can't happen. It's IMSA rules, it's a crowd of spectators in your garage snapping pics. It's insanity. Then, suddenly it's over. The fans have gone home, the podium is closed. Exhaustion sets in, but you have to pack the rig and go before 10PM. And you didn't win. That's racing, we'll get 'em next year. Is the torque wrench on the truck yet?

In the first 5 years I crewed for IMSA, The Continental Tire series, NASCAR, the PCA races, and the Ferrari Challenge.



Eventually enough of my friends got together and thought US racing was a good idea, so we bought a car together and went racing. Some of the funniest,



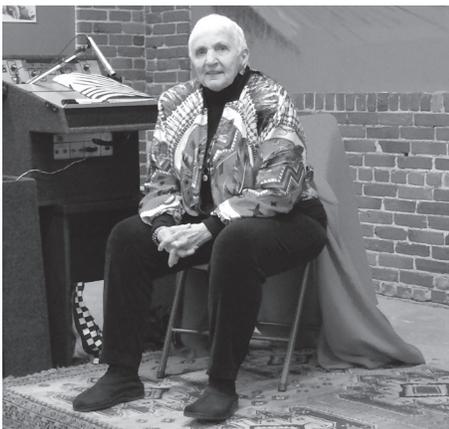
Jackie Stewart, Brian Rednam, Vic Elford, David Hobbs, and many more F1 drivers. There are a few NASCAR folks, and most of the IMSA paddock that I'm happy to have met, befriended, or gotten advice from. I've read their books, followed their stories, worshipped, and celebrated with. It really has been one hell of a ride in professional, and non-professional racing.

craziest, silliest things have happened to me while racing. So too has some of the best bonding, communal contemplating, shared experience, and crisis times.

Maybe all competition worlds are like this, I don't know, but in a paddock is the only place where I've seen competitors helping each other out. If I need an air compressor, and another team has one, they lend it. If you need a part, and I have it, it's yours. I've seen 5 teams gather around one Porsche trying to diagnose the problem, and I have driven 50 miles for parts for another team, because I was the one that had time to go.

It's more like an actual community than I have ever known anywhere else. We're like family, but better. We have squabbles, and crashes, and move from team to team, but you don't bad mouth people in racing, you just don't.

In my time as editor I have had the honor and privilege to meet some racing legends. I will never forget Denise McCluggage and my quiet chat interview before she spoke for the club. She gave me advice I treasure, and she's an inspiration to everyone, but especially women. In a very male dominated community, she sticks out as one of the best, one of the first, and one of the icons. Denise painted her helmet with polka-dots because she WANTED you to know that you'd been beaten by a girl. I loved her very much.



I can't end my racing history without the Lamborghini Squadra Corsa. It was an honor and privilege above most to work in and for this series. Some of the most beautiful race cars I have ever seen, have been to a small extent in my care. This was another connection I made through the club, and 2 seasons I will treasure. In Lamborghini I learned so much from the drivers, coaches, and from Lamborghini. It was just spectacular. I made good friends, and we saw a LOT of podiums in those 2 seasons.

One of our cars finished 45 SECONDS ahead of the rest of the field. The next race at Road Atlanta, another driver actually asked me if we could not embarrass the rest of the Drivers like we had at VIR.



When I'm not crewing or racing, I'm somehow surrounded by some of the most beautiful and expensive cars in the world. The car collections I've seen are mind blow-



ing, and the opportunities I've had to drive them, extraordinary.

I love cars. I love the way they make me feel, some regal, some powerful, some like I'm juggling chainsaws, but all are works of art.

My two favorite moments in my "not my car" history have been seeing the Porsche 959 together with the Ferrari F40. These two cars have a history I won't go into here. Google it, because it was like a miracle from God to be able to see these two astounding achievements side by side.



But the best experience, aside from racing, has to be hands down, without any argument driving a McLaren. It's smooth, it's sophisticated, it's savage, and it's brutal. At 15 miles an hour this car gave me goosebumps, and with the pedal to the floor, and



Loose Nut Behind the Wheel -

continued from page 11

most of you right to sleep. For me, it was fascinating. Probably because I'm a car geek and getting worse. Oh, and cross-drilling is no longer the bees-knees apparently. Has something to do with physics and centripetal force or something.

In yet another parallel inquiry, I finally got in touch with the 944-specialist-crankshaft-magician-and-engine-builder-guru recommended to me by Norbert. His name is Jon and he is unbelievable. He can, off the top of his head, tell you the difference, in sub-thousandths, between how much aluminum expands versus cast-iron over a ridiculous range of temperatures - and that it's not linear. Just for fun. He really helped me fully grasp the inherent oiling challenge in the 944. The basic gist is that the way the crank was designed and made, the oil has to fight centripetal force to get to the rod bearings - which gets harder the faster the motor spins the crank. Above 6000 RPM, the oil starts seriously losing the fight. Stay there long enough, like you might do, say, on a race track - and, kaboom! Jon has been able to engineer a way to improve the stock crank a bit but it's not perfect. For race applications, he recommends a custom-built crank. Things were getting serious in a real hurry.

If you're scratching your head a bit with all this new info, I know exactly how you feel. I've now got two blocks to choose from, four crankshaft options, the probability of needing custom pistons made (Jon pronounced my old ones DOA), a chance I'll want to use more standard-size rod bearings that would need custom connecting rods...and the list goes on. Just when I thought I'd be trying to figure out how to get this motor back together, it turns out that I'm just scratching the surface. Scratched surfaces might be a new theme in my life.

One quick note on my webmaster/membership role with the club: I want to give a shout out to Anker Berg-Sonne who has generously volunteered to help us improve member-to-member communications. As a club, it would seem like interacting with each other shouldn't be limited only to in-person events and, consequently, only to folks who like the same exact stuff as us. We're way more diverse than that and variety is the spice of life, right? There is a ton of stuff the volunteers for the club do now and with more volun-

teers, we can do more stuff. A brand-new member, Niket Anjaria, contacted me and immediately volunteered to help out wherever needed. This bodes well for all of us as many hands make light work. As we try to improve and increase the communications of and through the club, anyone who has an inclination to work with us in this area is very welcome to contact me or anyone on the board. I get a lot of joy from reporting the events of the club in your emails and on the website and if we have a few more folks helping out, we can do quite a bit more with it. So, thanks, Anker and Niket, for helping model the way toward making our club even better!

Four Speeds and Drum Brakes -

continued from page 8

completed this project but now drives the car frequently on those beautiful New Hampshire back roads.

The Jag was also completed a number of years ago and gets exercised on a regular basis. If it's anything like the Speedster it must look like new.

Now after all these years the old race car is now the same color as my Speedster, the car it raced against 50 years ago. Those old warriors are now back to where they both started.



Another Tub hits the road after 51 years in the barn (OK, basement) and it sure is good to see. Let's hope that more of them will come out to play.

Speaking of hitting the road, a group of us will be leaving NE in our 356's for a ride to Helen, GA the third week of Sept. to join the gathering of Tubs near the Tail of the Dragon in the north Georgia mountains. Wish us luck, a full report will show up next month.

In the meantime, KTF.

off the valve cover quickly identified the problem – a rocker arm had broken (see picture). The stock rocker arms are cast



Not supposed to be 2 pieces

metal and a known weak point for E30's (the original 2.5 liter race motor - replaced over the winter with the new 3.0 liter motor - had rocker arms made from billet aluminum). So Chip and Dennis hopped in a truck and drove back to Chip's shop to take the billet rockers out of the old motor while Damon and Bill (handing him tools) chiseled a hole in the firewall so the rocker shaft could be pulled back into the car and we could get the broken rocker off (unfortunately #5 so more work). Meanwhile Jason, Kristin and Dave drove and administered to the (old faithful, never any trouble, best car in the world, not cursed like the #@&*@ BMW) Miata. Chip and Dennis returned with the replacement rockers and the BMW was only out of action for 4 of the 12 hours.

The interesting twist to the 12 hour race was that the 8am to 8pm timing had worked great last year when the event was held in July but no so much in September with a 7:20 sunset. Lights were not required but we had installed a couple of small LED's on each car and given the last shifts to Jason and Damon who, as guest drivers, were considered expendable. It apparently was pretty tough duty – the lights were no real help - and the Thompson officials, concerned with liability I'm sure, called the race off at 7:45. This was too bad because the



Called on account of darkness.

(wonderful, best car in the world, not a troublemaker like the BMW) Miata was in second place in Class A and Jason, driving the wheels off it, was closing on the first place car (ironically, a BMW 318!) at the rate of 10 seconds a lap. So that's where it ended, 7th overall, 2nd in class (and beating 4 other Miatas which looked much fancier than our lil' darlin').

But other than the BMW's 4 hour pit stop, our planning paid off and the team functioned very well: my predicted chaos didn't occur. Next stop is a Mid-Ohio AER race in the BMW with fancy rocker arms and softer front springs so the front brakes don't lock up.

the paddle swiftly moving up through the gears, it was a religious experience. I love my Porsche, but sheer automotive perfection? McLaren is thy name.

I have adored all of the experiences being in the club, and being your editor have brought me. I could write reams about each person I've met, one more awesome (in its literal sense) than the one before. I've had talks in the Seneca bar, the Oak Tree Tavern, airports, Pit row, and the 500 Club that I will cherish forever. I could tell you about each one, and you would fall down laughing, or we'd both need a box of tissues. Really, this experience has meant the world to me. This magazine has meant the world to me. Thank you, each of you for taking time out of your month, week, or day, to read it.

Again, I'm here til December, and have some other types of memories to share. I'm not leaving the Club, just the Newsletter Chair, and the board. So you'll still see me around.

- Until then!

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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

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