

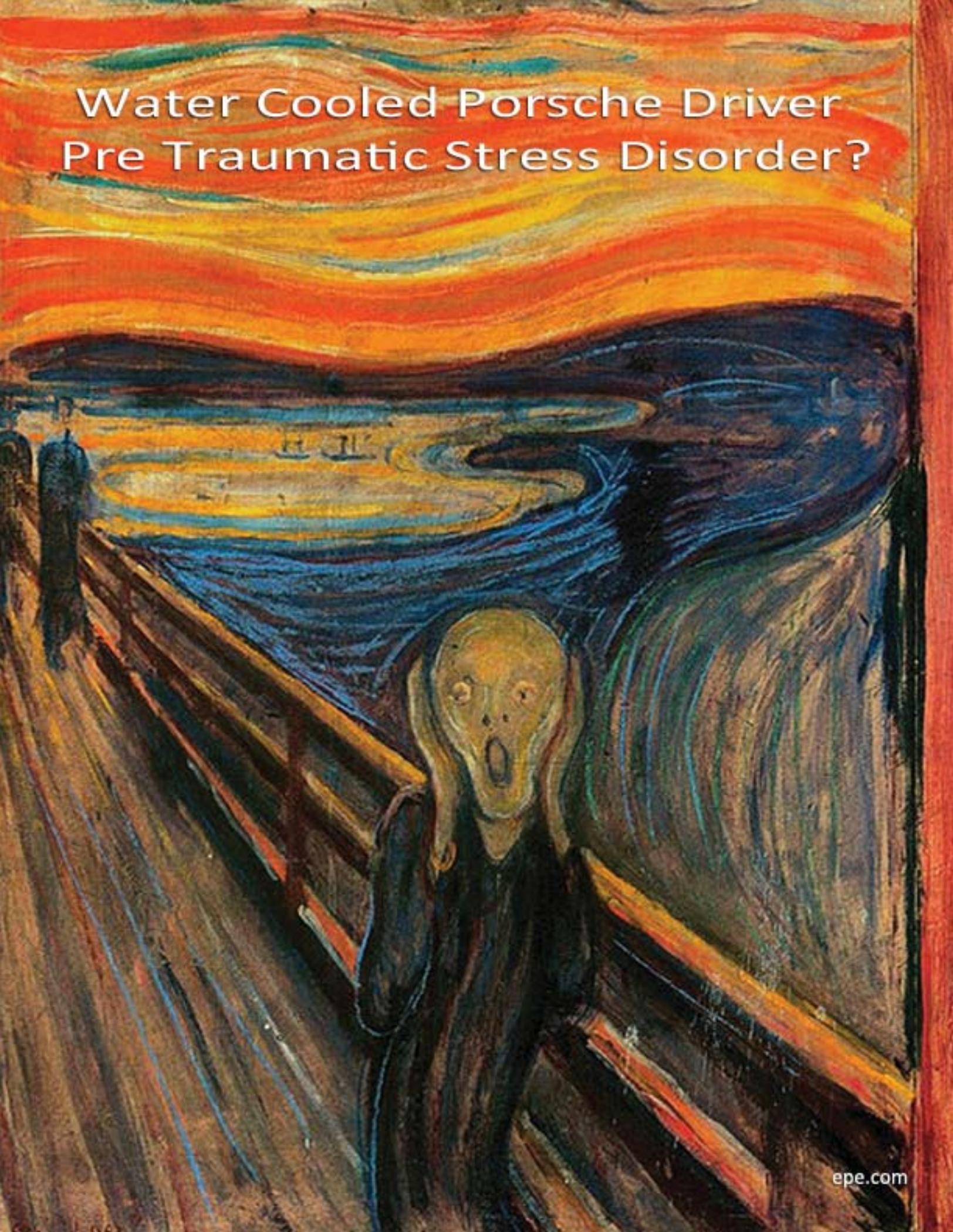


THE NOR'EASTER

JULY 2013 JULY 2013 JULY 2013 JULY 2013 JULY 2013 JULY 2013 JULY 2013

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

Water Cooled Porsche Driver
Pre Traumatic Stress Disorder?



“Water Cooled Porsche Driver Pre Traumatic Stress Disorder”

At EPE we have always taken great pride in providing the finest service available for your Porsche. As another example of our dedication to enhancing and preserving your Porsche driving experience, we are pleased to offer local Porsche owners the sale and professional installation of “The Guardian.” The IMS Guardian™ was developed to be the first early engine failure detection system available for your M96 engine. This product was created specifically to alert the driver to a potentially imminent IMS bearing failure.

This deceptively “simple” device, containing no moving parts, applies concepts and technologies first employed in the aircraft industry decades ago.

Designed to work in most water-cooled cars the display integrates seamlessly with your Porsche’s interior. Installation required is just a few extra hours in conjunction with your next oil change.

While not infallible, it is quite possible that this device, when used in concert with a conscientious maintenance program can help provide the peace of mind and stress relief that has been so elusive to the many water-cooled Porsche drivers afflicted with “WCPDPTSD”.

With worldwide demand for this revolutionary new product being as high as it is, we have decided to inventory a number of these units. Please give us a call or drop us a note if you have any questions regarding this or any other Porsche related topic, or if you would like to schedule an appointment to have us install one for you.

To find out more go to epe.com/musings



508-651-1316

165 West Central St. , Natick, MA 01760

epe@epe.com



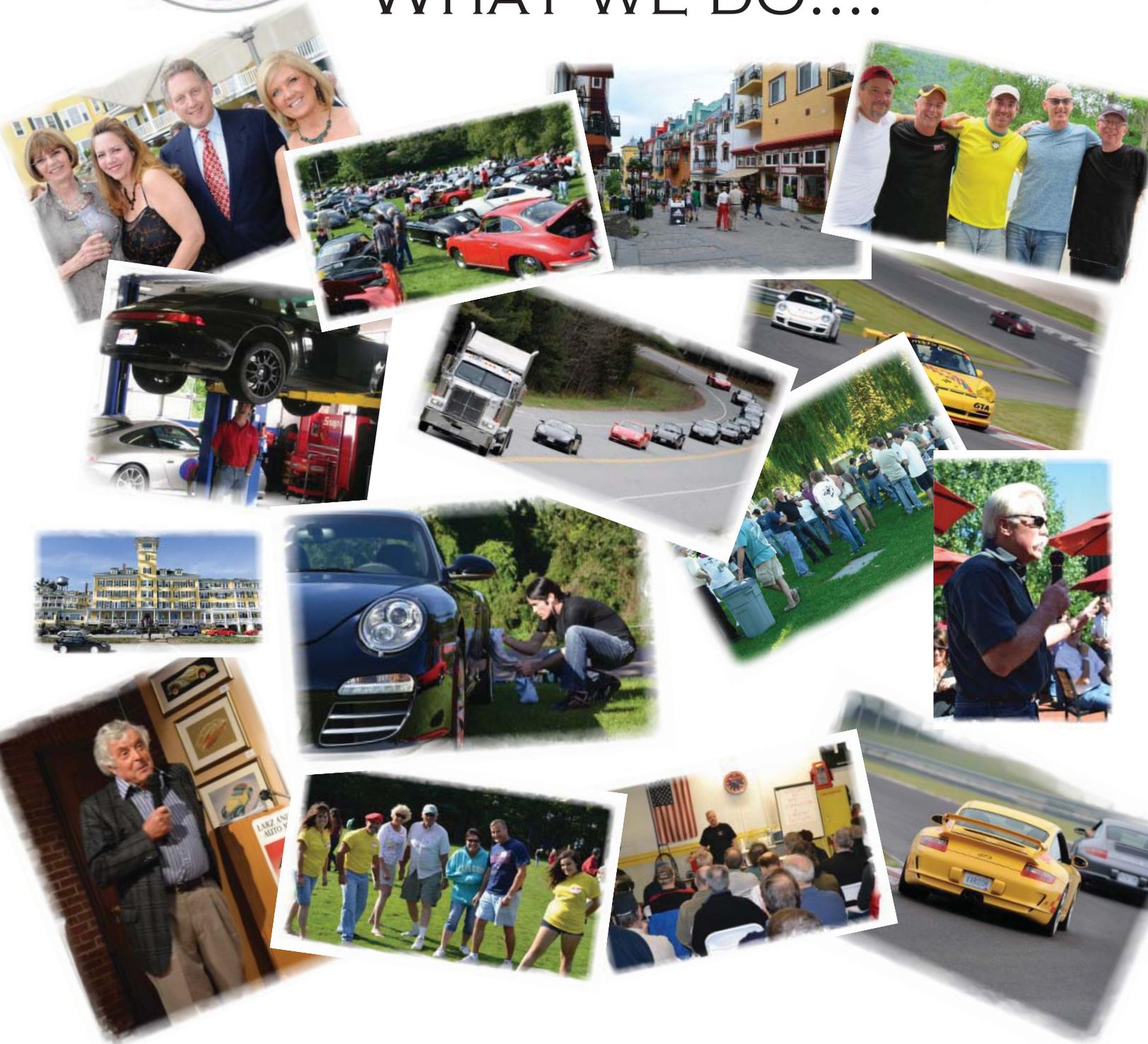
Find us on Facebook - www.facebook.com/EPE-European-Performance-Engineering

WHO WE ARE....

PORSCHE



WHAT WE DO....



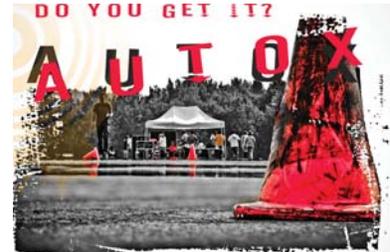
INSIDE THE NOR'EASTER

VOL. 41
ISSUE NO. 7

LY2013 JULY2013 JULY2013JULY2013JULY2013JULY2013JULY2013JULY2013JULY2013JULY2013JULY2013JULY2013

FEATURES

- 16 PORSCHEPLATZ AT LAP
- 17 Mt. Tremblant DE Event
- 19 Calabogie DE Event
- 20 AUTO (ROSS #3)
- 21 Wings and Wheels Event
- 22 NHMS DE Event
- 23 Porsche's and Polo
- 24 Watkins Glen DE Event
- 25 Z1 AUTO CROSS
- 25 PORSCHEFEST AT LARZ ANDERSON
- 28 COLLING'S MUSEUM TOUR
- 29 NER PHOTO CONTEST
- 30 PCA - Escape to LA!
- 32 Spontaneous Dinner on the Cape
- 34 John Paterek Talk
- 38 High Gear - A Guest Column
- 41 AUTO CROSS #1 ~ THE REPORT!



20



30



34

DEPARTMENTS

- 10 Anniversaries
- 16 Calendar
- 49 Marketplace
- 50 New Members
- 50 Board of Directors and Committee Chairs

COLUMNS

- 6 On the Edge
- 7 On the Loud Pedal
- 9 Four Speeds & Drum Brakes
- 10 Minutes Of The Board
- 11 The Checkered Flag
- 12 The Long and Winding Road
- 13 Around the Cones
- 14 Don't Lift

COVER



Cover Photo
By Richard Viard

www.porschenet.com

The NOR'EASTER (ISSN-0199-4425) is published monthly for an annual fee of \$15.00 by the Porsche Club of America, Northeast Region at PO Box 409, West Boxford, MA 01885. Periodicals postage paid at West Boxford, MA and at additional mailing offices.

Postmaster: Send address changes to:
The NOR'EASTER
PO Box 409

West Boxford, MA 01885

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 publications material.

They reserve all rights to that material.

Editor Adrienne Ross

Graphic Designer Susana Weber

Copy Editor John Koenig

Advertising Mgr. Susana Weber

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: Susana Weber, POBox 409, W. Boxford, MA 01885, Phone 978-352-6601 (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



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 Mice and Over-Revs



Adrienne Ross

When I bought my first Porsche, I thought she and I were going to be together forever! I pictured us, five, ten, even fifteen years down the road loving life, and getting appreciative looks. Some folks asked if I would track her out, convert her into a racecar. "No, not me." I responded. "She's so pretty as a speedster, I don't want to ruin that for either of us."

I learned so much from my little Boxster. We learned what it meant to be on a race-track, how good fall in New England can look in a cabriolet, and what summer evenings were meant to be. Once in a while we would beat — solidly beat — a newer

The car, it turned out, was in Indy. They would ship it (for a pretty nominal fee)...

911 through the "Bus Stop" at the Glen. Sure they could take me on the straights, but somehow we were nose to tail pulling out of that turn. She was a real trooper.

Then, tragedy struck.

A wince-causing thump began to happen when the car shifted into 4th. There was an unquestionably weird two-part shift to 2nd gear. She wasn't happy. I limped her home from New Hampshire Motor Speedway, and a few weeks later, limped her out to my Porsche tech.

He called a few days later. "It's fatal I'm afraid," he started. "Your transmission has big chunks of metal in it."

Over the winter ensued a tragic story of a little joy, and a lot of heartbreak. Friends rallied round, true heroes emerged, I finally got it fixed, but in the end, even the fix was flawed.

Flawed enough to end our once perfect relationship.

Enter the Internet, and the hunt for a new Porsche. I received tons of advice: get a 996... a GT3... a 964! But I knew what I wanted. I started mid-engined, and I was going to stay mid-engined. But maybe faster, yeah, let's go faster!

I found some Caymans online. I talked to friends. I talked to pros. Love the Cayman, buy 2009 or later.

It didn't take too long, and I found one on Carmax.

Now, I'm not a national chain car dealership kind of girl, but the price was right, if not the location, and I'd had a friend buy one there. So I went to go talk to them.

The car, it turned out, was in Indy. They would ship it (for a pretty nominal fee), and I could see my car in one to three weeks.

Three weeks!?!?

I waited. I obsessed over her pictures on the Internet. I annoyed the salesman with questions. I bit my nails, and ground my teeth, because, while I think I'm generally optimistic, patient I am not.

continued on page 46

In This Issue...

Happy Summer to all of you Porschefiles out there! Reflected in this issue is the busy-ness of Summer, and the fun that's to be had.

This month we have a guest writer from the Rocky Mountain Region. The article was suggested for inclusion by our National Newsletter Editor Chair- but she's not the editor of Panorama - it's a little confusing. Anyway, she's nice, and suggested it.

Richard took some amazing AutoCross pictures. I'm looking forward to a summer full of those too!

Speaking of pictures, we're going to start including QR codes in the magazine that relate to more information on the web. Sometimes they will be links to helpful people or articles, Sometimes a link to more pictures. Richard took 229 (that he liked) of the AX, and I can only fit in 10 or so. So look for that feature in upcoming issues.

We're also going to centralize our FaceBook presence, more on that as we develop the page.

I hope you all have a great July! I know I am - New job, new car, new fun!

- Enjoy!

PS - Last month's cover was taken by Carrie Corbett, not Stan.... Sorry Carrie.



My new Cayman.

On the Loud Pedal



The Business of the Club..

Christopher Mongeon

I must begin this column with an apology to Adrienne, editor of THE NOR'EASTER, followed immediately by a, "Well done."

First, this column was due three days ago and I am just now settling down to write it. For my tardiness, I am sorry. That, and this column may come up short on volume. Creativity has left the building and taken with it any remaining motivation. Second, I want to show my appreciation for the recent format changes. In my humble opinion, the new format looks great. Unfortunately for you, there is still a picture of me, but there is nothing I could do about that. Unfortunately for Adrienne, she cannot fire me. That leads me to the subject I want to cover. Humor me as I regurgitate some statistics.

The Porsche Club of America consists of over 100,000 members in 13 zones with a total of 139 different regions. Our region alone has nearly 1,500 primary members

The Porsche Club of America consists of over 100,000 members in 13 zones with a total of 139 different regions.

and just fewer than 1,000 affiliate members. For the six or seven of you that read my column, you have to help me get the word out. Actually two words: "Term Limits." Adrienne may not be able to fire me, but this club has term limits that will allow someone else to take my place in this region. I am in my fourth year serving on the NER board. The first two years were spent as Treasurer and the following two years as President. According to the by-laws, that's it for me. There are only six more months of my reign of terror. In January, another member will take my place. Our region can only operate and be successful because of volunteers. I'm not just talking about the Board of Directors; there are many other committees and dozens of other positions that are out there. Everyone's circumstances change, so what someone is able to do

today may not be the case tomorrow and that's where you come in.

I have been selected to be this year's Nominating Chair. This means I will head up a committee of members to help decide who will be on this year's ballot for board positions. I was selected for this position after a grueling discussion of by-laws and process. Bottom line: only someone ineligible for a position on the board can be Nominating Chair, and that's me. This is the only way to be fair.

If you are actually reading this and would like to take a greater role in our region, please let us know. As I mentioned earlier, there are almost 2,500 of you and I only have six months left, so

there's not enough time left to come bang on your doors looking for warm bodies. My time spent volunteering for our club has been a great experience. I have enjoyed the front-line action and I encourage others to give it a try. We all have busy lives with many commitments, but volunteering with NER is a great way to spend your time. It is volunteers who make our club what it is today and we can't do it without you. I am very glad to have been a part of this region and I have no plans to stop now. I will just have to find another spot. It is much more fun to run with the bulls than watch from the sidelines.

Sales • Service • Parts
NEW LOCATION
Boulder Industrial Park
Building 10-A
(Behind Northern Equipment)
off Route 20 in North Oxford, MA
888-414-2287



Can you see your Porsche here ?

77 Bloomfield St, Lexington - \$1,575,000

Impressively located home in Munroe Hill, a coveted location of Lexington. This home is surrounded by homes of impressive quality, size and style. On a corner lot in a cul-de-sac, a home of this quality is rarely available. This extraordinary home has been transformed with quality details, architectural features and high-end components.



Dani Fleming

617 997 9145

Dani.Fleming@MAPropertiesOnline.com

www.MAPropertiesOnline.com

Specializing in the north west quadrant from

Cambridge to Route 495



Bedrooms 4	Garage 2
Full/Half Baths 3/1	Parking 6 spaces
Living Area 3,952 Sq. Ft.	Lot Size 0.25 acres

www.77Bloomfield.com

mobile.77Bloomfield.com



**Download App and Scan QR Code to
access mobile.77Bloomfield.com**

A 'Data Driven' approach to real estate

If you, as a seller or as a buyer, are currently under a written contract to use another broker exclusively then please disregard this notice. It is not our intention to solicit other real estate broker's clients. We are happy to work with them and

Four Speeds & Drum Brakes

Cars as People - Could it Be?



Tom Tate

Although I do have names for most of the rolling stock, it's more as a matter of convenience than any attempt to assign anthropomorphic properties to the little devils. I don't talk to cars while I'm driving them, but then I don't talk to other drivers when I'm driving either. I do have a couple of cars that can talk to me, but that would be due to the way I kick the gas pedal with my heel on a downshift or feather the throttle coming down a long grade in third at 4000 rpm to make it gurgle.

The movie *Cars* didn't make me think that sheet metal and engines could be put

There was another strange happening in the garage last month that really had me scratching my head...

together in a way that would bring them to life, but I have to confess that lately I've been reconsidering my position on the matter.

As my loyal readers will recall, I have stated many times that cars don't fix themselves and strange noises, scraping sounds, and other mechanical problems seldom

go away on their own. That position is still in place, but recently a few things have given me pause. Let me explain. An event that makes me rethink my logical position on cars happened just last week.

I try to keep my cars in good repair, and as soon as a problem arises I attend to it so that there is never a list of things that don't work. Having a 'dead list' (door lock is dead, heater fan is dead, window switch is dead, etc.) is the reason that people get rid of perfectly good cars. Once that list gets to three or four items, owners figure it's time to start looking for a new car. "I need two tires, a muffler, and an oil change; I'll just trade it in." Maybe that's why the newest car I own is 13 years old and everything works the way it should.

The '85 BMW I drive in the summer months has chrome surrounds that go around the taillights that have corroded after 28 years and I have been on the lookout for a replacement for the right side. The dealer only sells the entire unit, which is approaching what I paid for the entire car, so I have been watching eBay closely. Cars in salt-free climates don't have the same problem, so when a taillight showed up in California, for short money with a Buy-It-Now price, I was on

it. I installed it one evening and, while the gasket that keeps moisture out of the trunk didn't look that good, I went with it because I don't drive that car in the rain much anyway. Then it started to rain.

June started out in Boston just like Seattle in November, and we saw four inches of rain just last weekend. Big Red spent days at the train station without complaint. I didn't give it much thought until an indicator light showed that a taillight was out. I went back to check and sure enough the right side was dark. To replace the bulb, the lens is removed by releasing two plastic knobs inside the trunk and pushing the lens out. To get to one of the plastic knobs it was necessary to remove an inner panel that let me look down into a bin beside the taillight. That's when I saw the 3" of water that had accumulated. It was just starting to be my month for leaks. But think about this: if the right-side taillight bulb hadn't died, I never would've looked into that water-soaked bin until next fall when I put the car away, if then. Another rust hole would've had a head start. Was the car telling me to take a look into the trunk by killing the bulb?

I pulled the taillight, put in some new dum-dum and the problem was solved, but I'm still wondering if there is a communication of some sort is going on here? I don't need to hear everyone's Twilight Zone story about their car talking to them, but it would be interesting to compare notes a bit, wouldn't it?

There was another strange happening in the garage last month that really had me scratching my head and talking to myself, or at least talking to something in the garage.

After three years in the back of the garage I decided that it was time to put



continued on page 43

Minutes of the Board

June Meeting



Hans Peter Schaefer

NER Board Meeting, June 12, 2013
The June meeting was held on June 12th at the home of Antje and Hans Peter Schaefer. In addition to the host, the following board members were present: Adrienne Ross, Rosemary Driscoll, Bill Seymour, Nick Shanny, Chris Mongeon, Steve Ross, Stan Corbett, Marcus Collins, Dani Fleming, Kristin Larson (the complete board).

After an excellent meal prepared by Antje Schaefer, President Chris Mongeon brought the meeting to order at 7:48 pm.

After some anniversary greetings to the host and hostess, Bill Seymour started the discussion of past and planned activities.

The first autocross went well, with eight runs for everyone and excellent weather.

The next event will be on June 30th, with the third on July 28th. At the July event, Rick Hetherington from Autobahn Performance and Mike Noonan from Mike's Auto-body will sponsor a barbecue.

Steve Ross reported that we are all set for the PorscheFest on Sept 7th at the Larz Anderson Museum of Transportation in Brookline, which will be a judged event. Also at the Larz Anderson museum will be the German Car Day on June 16th, starting at 10:00 am.

Charley Dow has put together a tour for Oct 13th (Columbus Day weekend) to the Heritage Museum in Sandwich where the Concept Car exhibition is still running.

Stan Corbett reported the latest on the current Driver Education season. Sign-up for the upcoming July events in Canada is a little slower than in previous years. Therefore, Stan announced our summer program at the last NCR event at Lime Rock Park, and will also try to get the WGI event mentioned in Panorama.

We currently have 105 signed up for LCMT event and 50 for Calabogie. With regard to Mont-Tremblant, participants can park their cars and trailers at the spectator (kart school) entrance starting Friday. The paddock will open Sunday from 5:00 pm

on.

For the NHMS event we have 40 confirmed and eight on the wait list. For the Glen, 79 have signed up with eight on the wait list.

Stan Corbett is looking for a volunteer to perform the track operations duties on the Canada trip. He also reported that Kaizen Tuning has again been approved for pre-DE tech inspections.

Bill continued the update on past events. The Detailing Clinic run by Cindy Markley was oversubscribed, went very well and was well received, while the speaker event by Paterek was attended by only 25, mostly 356 enthusiasts.

There are several German Car Days in July. We will try to declare the event on July 25th a Porsche Day.

"Racetrack Rick" from Herb Chambers Porsche has agreed to sponsor this year's Porsche and Polo event on August 11th in Hamilton. The event will be called the "Porsche Cup." Adrienne will organize a private viewing of the movie Rush shortly after release, most likely in the Newton area.

Marcus reported on the membership status. With 20 new members, two transfers in and 18 transfers out, the new total is now 2,473, of which 1,481 are primary members and 992 are affiliates. In total, we are inching closer to the 2,500 membership number.

After the membership report, Kristin Larson presented the Treasurer's report. Bill made a motion to accept the report, Nick seconded, and the motion passed with a unanimous vote.

There was a spirited discussion on the consequences of DE participants missing the driver's meeting or not having pre-event tech inspection form. The conclusion was that the current

rules are sufficiently clear, that if somebody misses the driver's meeting, or did not have a tech inspection, the driver cannot participate that day in any driving event.

Adrienne reported that there was quality glitch with the printing of the latest copy of THE NOR'EASTER copy. Some pages are not as crisp as they should be.

Regarding the discussion on how many websites or social media pages we should have, we decided to will merge the autocross page with a newly to-be-developed Facebook page, and will run this parallel to our NER website.

Nick made a motion to recommend Chris as the nominating chair. Kristin seconded, and the board unanimously approved the nomination.

The meeting was adjourned at 9:35 pm.

The next NER board meeting will be held on July 17th at Nick Shanny's home in Newton.

Happy PCA Anniversary

Fifteen Years

Michael Jay
William Taussig

Ten Years

Bruce Miller
David Kull
Randy Sowa
William Barbieri
William Richardson

Five Years

Alan Nugent
Blaise Eckert
Christopher Ouimet
David Howie
David Paliotti
Edward Machado
Evan Tong
James Greer
Kenneth Palumbo
Paul Vincent
Richard Black
Roger Dumas
Sidney Bowen

The Checkered Flag

Notorious...

Marcus Collins and Dani Fleming



First things first — Dani took delivery of her new 911 (Carrera 4 Cabriolet) last month! You can't miss her — its in-your-face blue (okay, it's more look-at-me blue) and as it's far wider than her old (C2 997) and it looks like it's glued to the road, which will come in handy in the winter. It's lots of fun to drive (we took it to Montreal for the F1 race) but I'm not swapping my Cayman quite yet (unless it's for the 2014 model).

Speaking of Caymans — we saw a

Dani took delivery of her new 911 (Carrera 4 Cab) last month! You can't miss her — its in-your-face blue



member "getting a job" being the first thing on my mind when I was a student — it's at this point that Dani rolls her eyes and Sam switches off completely. So, with Sam missing from this round it's currently Sam 0: Marcus 1.

The F1 circuit (circus) moved from Europe to North America this month — the Canadian Grand Prix, held on an island close to Montreal, and is the closest it gets to home. There are plans to host a race in New York (actually across the Hudson in New Jersey, but overlooking Manhattan) in June next year. But, until Bernie Ecclestone (the doyen of the sport) says, "Yes" and we see work being

done on the circuit (it will be primarily a road circuit), I'm not holding my breath! The 2014 series also adds Russia, and with Korea dropping from the schedule, this will make 21 races (it's 20 races this year). I can just imagine the arguments over the monies the extra television rights will bring.

The tire controversy continued in Canada. In-season testing is not allowed, but one of the Mercedes drivers let slip at a drivers meeting in Monaco that they did some tire testing after the Spanish event in May. Pirelli and Mercedes argued that it was to test tire safety after some tires had delaminated in earlier events. The rest of the paddock wasn't buying this story and so the argument continues.

Back to the race. Montreal weather is notoriously changeable and this year was no exception. We had rain and overcast skies on Friday and Saturday, and glorious sunshine for the race on Sunday. Rain does make for interesting races though! All of the venues provide a full three days of F1 action. F1 practice sessions occur on Friday (two 1-1/2 hour sessions) and Saturday (a one-hour session in the morning). Then F1 qualifying is on Saturday afternoon and the race itself occurs on Sunday afternoon. Performance in qualifying dictates grid positions and, with the wet qualifying conditions this year, some surprising names performed strongly. Valtteri Bottas, Lotus's number two driver in his first year in F1, took the number three slot on the grid.

continued on page 45

tricked-out Cayman in Montreal. I think they've spoiled the smooth lines of the original, which, together with the handling, drew me to the model.

The NER autocross season kicked off this month and with good weather, and we had a great turnout. Sam decided against coming along — they must work them so hard at college these days that all they want to do when they come home for the summer vacation is sleep! I distinctly re-



The Long and Winding Road

European Report

Bill Seymour

Rosemary and I are back from a nice trip to France (nice, except for the weather). In so doing I missed the first NER autocross, but I understand that it went well — thanks to Chris Ryan for filling in, and for the many others who helped.

Our trip generated a few car-related stories and I'll start with Sebastien Loeb and Le Bestial ("the beast"). As an enthusiastic (if slowing) bike rider and Tour de France fan, we decided to take a road trip from our Luberon area lodgings and drive (not bike) to the top of Mt. Ventoux ("Mount Windy") which is a famous Tour stage. We

My underpowered Peugeot also managed to get me another "sleeping policeman" ticket.

got close to where the road starts upward only to discover "road closed" signs. A visit to the tourist office resulted in the flawed advice that we could drive up the other side so we rambled around for 30 km or so only to arrive at another roadblock, this time manned by gendarmes who sent us away. (The detour took us through a lovely gorge so the mistake wasn't painful.) We finally discovered that the whole top of the mountain was closed so that the afore-

mentioned M. Loeb could practice with his new car as he prepared for the Pike's Peak Hillclimb, which will have taken place on June 30th by the time you read this.

I'm embarrassed as a car guy that I had never heard of Sebastien Loeb who, it turns out, is a French national hero (Legion of Honor and twice French Sportsman of the Year), nine-time winner of the World Rally Championship (WRC) and three-time winner of the Race of Champions (the crazy thing where F1, NASCAR, WRC and sports car drivers compete in a stadium in identical cars). His normal ride is in the WRC in a Citroën but he, with Red Bull sponsorship, is going to race a Peugeot (same company as Citroën) at Pike's Peak. The car is a Peugeot 208 and — knock me over with a feather, what kind of rental car did we have? Yes, a Peugeot 208. My attempts to convince the gendarmes to let me compete with him on Mt. Ventoux were unsuccessful — my French is not so good — but had I been allowed I think I might have lost. My 208 had a 1.1 liter Diesel that I think would not perform as well as his (nicknamed Le Bestial) which is alleged to have 875 horsepower pushing 875 kilos (my math says

that's a power-to-weight ratio of 2.2 lb/hp) and which reportedly goes from 0 to 60 (not km) in 1.8 seconds. He might also be a better driver.

My 'Googling' of Sebastien led me to some general research of the Pike's Peak event and it is all very interesting. Search YouTube for "Climb Dance" to watch Ari Vatanen in 1988 (another Peugeot) or "Climb Pike's Peak with a Monster" (Tajima in a

Suzuki in 2011). There's some mighty fancy (and scary) driving in those. You will also come across one very spectacular crash that will amaze you to see the two occupants climb out relatively unscathed.

Returning to my own very pedestrian rental Peugeot I again ask why can't we get something like that here? (Yes, I know, emissions stuff.) It's a perfectly serviceable four-door sedan that had no trouble managing 150 kph yet returned 47 mpg (that's Imperial gallons in the picture) over close to 3,000 km of mixed driving (not up Mt. Ventoux but a lot of up and down in the Pyrenees).

My underpowered Peugeot also managed to get me another "sleeping policeman" ticket. Unlike the Italians who mailed me



Tattle Tale.



Around the Cones

More Nostalgia

Steve Ross

Summer will be here by the time you read this column, and our annual Driver Education events at two Canadian tracks kick off the month of July. Later in the month will be a new event — a car cruise night at the Stow, MA airport — and then, a few days later, our third autocross of the season.

Kudos to our editor for the new format with the three-column pages. It minimizes having to hunt for the continuing page(s) in the back of THE NOR'EASTER, and allows for pictures to be incorporated into the columns and stories. Also, the picture on the cover by Stan Corbett's wife was great.

Now for another one of my nostalgia trips, this time to autocrossing in the late '60s. First of all, the composition of the entry tended toward British, Italian and German sports cars, American pony cars (Mustang, Camaro and Barracudas) and the

was used, it invariably was a bullhorn. Helmets were required, but many were typical of what some Harley riders now use — 'skullcaps' that provided minimal protection. Safety requirements included the standard lap belts, and in one case a guy had a Firebird with a roll bar made of exhaust pipe. The hot setup for many cars was a set of radial tires to replace the OEM cross-plys. Participation numbered 40–50 in most cases.

Unlike today, sites were plentiful and in one case were close enough that drivers could participate in two events on the same day by driving to the second one after completing their run at the first. Locations included Orange Airport, where both MIT and Harvard had a sports car club running events, Northeastern's

Burlington campus, the old Pleasure Island in Wakefield, abandoned Nike missile sites in Needham and Dighton, Babson Institute (as it was called), which had a concurrent road race (running) for a case of beer, the Salisbury Beach parking lot where the old Corvettes of Mass. (now COM) ran high-speed events with Cobras, full-race cars and formula cars, Otis Air Base on the cape, the old Avco lot in Wilmington, one of the early Digital lots in Lexington, Shoppers World in Framingham and the adjacent Natick Mall, and a unique night event (using the mall lighting) that the aforementioned COM put on at the Burlington Mall.

Compare these events with today's electronic timing and scoring, oceans of pylons, timing tables, a generator, refreshments and a scoreboard.

Scoring was hand-written on a sheet of paper that got posted after each run was complete.

little known specialty cars such as the Saab Sonnett, Honda 600 sports car, Datsun 2000s, and some formula cars like Formula Vs (VW-powered single-seat racecars).

Timing was accomplished either with a stopwatch or the more advanced rubber gas station hose laid across the start/finish line (which fed a signal to a home-built timer), but only one car at a time could run. Scoring was hand-written on a sheet of paper that got posted after each run was complete. Pylons were usually procured from highway projects and some clubs took the 'donation' as the entry fee. Courses tended toward very tight, twisty affairs with few straights and sometimes a line made of white lime showed the path to take. Trophies usually were of the 'bowl-ing' type with eagles and athlete figures on plastic and tin creations. If a PA system

AUTOBAHN PERFORMANCE INC



10% OFF

Present this coupon at Autobahn Performance
for any Parts or Service



View our website

www.autobahnperformance.com



Parts

Contact Michael 978-535-0636
parts@autobahnperformance.com

Service

Contact Mike 978-531-0808
info@autobahnperformance.com

Centennial Park, 3 First Avenue, Peabody, MA 01960 | www.autobahnperformance.com

Don't Lift

New Tows



Stan Corbett

The DE season is off to a great start and I'm not lifting! I attended the NCR Lime Rock Fun Days in June, making my first tow with my new (to me) Cayenne. In spite of the intermittent rain I got in two good runs on the slicks both days. Monday I experimented with a different size front tire, which went well. Tuesday's runs were fantastic. Lime Rock is a fun track with a nice flow and I was swapping the lead with friends lap after lap. I'm still grinning at the memory. I did, however, miss the Zone 1 48-Hours at The Glen this year. I hope to get back to that event next year.

Preparations are well underway for the rest of our DE events. See articles elsewhere in this issue describing upcoming events at Watkins Glen and New Hampshire Motor Speedway. Details are available on our website under "Driver

Lime Rock is a fun track with a nice flow and I was swapping the lead with friends lap after lap.

Education" and "What is Driver Education – 2013?" By the time you read this our Canada trip to Mont-Tremblant and Calabogie will be over. I'll report on those events in my August column. It would be nice to have someone else's perspective on DE events, so I'm looking for a volunteer, or volunteers, who would be willing to do a write-up on one or more of the events. If you're up for this please let Adrienne, our editor, and I know. The write-up can be anything from a couple of paragraphs to a multi-page article.

With no NER DE events during the past month to write about, I was in a bit of a panic to come up with a subject for this month's column. Happy circumstance to the rescue! I've been fantasizing for a while about getting a different tow vehicle to take the Cayman S to track events. My poor, overworked Dodge Dakota was

causing some concern, as holding any reasonable speed going uphill on the interstate was an exercise in burying the throttle, listening to the engine make lots of noise (way more noise than power, it seemed), and keeping a wary eye on the temp gauge. While trying to hold the speed gained going downhill while roaring uphill I felt like a momentum vehicle — don't lift or you'll never keep up with the rest of the traffic!

As a grandparent, and a retired grandparent at that, one of the things I now have time to do is help with picking up grandkids after school. On one of my trips to Webster to pick up the granddaughters I caught a glimpse of a black Cayenne sitting in a car lot that belongs to a fellow NER member, Rich MacKoul. I've known Rich for a while. He has a gorgeous white 1955 356A Speedster, which he drives quite often. The car is done right, in my opinion, showing a little patina of age. (Shameless plug: Rich is the proprietor of MacKoul's Cars in North Grafton.) He's had other Porsches for sale in the past and I stop in and chat whenever I see another one show up. This time he had a black 2006 Cayenne S, which I ended up purchasing. Why did I decide on a Cayenne as a tow vehicle? First concern: all Cayenne's are rated at 7,716 pounds towing capacity. That's more than the 7,250 maximum rating on my trailer so will keep me out of trouble with any DMV folk. Along with a rugged chassis and brakes that would stop a semi, the 4.5-liter V8 in the Cayenne S has 340 horsepower and 310 lb.-ft. of torque. Certainly doesn't sound like a momentum tow vehicle to me!

I did run into some interesting items as I got the Cayenne ready for towing. Though the vehicle came with the factory tow package including wiring, trailer control module and the hitch, it did not include the

receptacle for the trailer 7-blade connector. It does have the "Polack" connector installed but there's a blank plate covering it. A quick check with Ira Porsche and for about \$15 I had the right receptacle for the U.S. and Canada. It took longer than it should have take to install it, as one of the machine screws holding the blank plate was corroded and promptly broke off. Not hard to fix; just took extra time. The next issue was the trailer lights. My trailer came with all LED lights. Great for longevity and for use with tow vehicles that don't like a lot of current draw from the trailer. However, 2006 and earlier Cayennes (and VW Touaregs) see the low current draw as an indication that the trailer lights are burned out and they promptly display an error message to "Check Trailer Lights."

I cured this problem with a "7-way Flat Pin To 7-flat Pin Adapter W/LED Lamp Out By-pass" from eTrailer.com. An alternate solution would be to install load-balancing resistors in the trailer wiring but I wanted to keep the trailer stock. According to the dealer, this issue with the LED lights was cured starting with the 2008 model. Not sure if it has to be programmed to do so, but the later models work fine with LED trailer lights. The last issue was installing a brake controller for the trailer. The Cayenne wiring includes a brake controller connector up under the dash. However, for those of you who want to install the brake controller yourself, Porsche doesn't sell the

continued on page 47

Porsche of Norwell

59 Pond Street
Norwell MA 02061
877-PORSCHE
www.porschenorwell.com



PORSCHE

John Ziedins
General Sales Manager

Direct: 781-261-5006

Cell: 781-789-5116

Fax: 781-871-2339

jjiedins@porschenorwell.com



**Four wheels glued to the road.
Five senses fully awakened.**

Take the performance that Porsche is known for. Then add to that the strength of a 400 horsepower engine, the design and greater stability of a wider body, the extraordinary traction and agility of all-wheel drive, and an unmistakable illuminated rear light strip. The sum of which is a sports car that holds your attention as tightly as it holds to the road. Porsche. There is no substitute.

**Experience the control of all-wheel drive.
The new Porsche 911 Carrera 4S.**

Porsche of Norwell
59 Pond Street
Norwell MA 02061
(877) PORSCHE
www.norwell.porschedealer.com

Porsche recommends **Mobil 1**



PORSCHE

Porscheplatz at Lime Rock Park!

July 5th and 6th 2013

2013 Calendar At-A-Glance

July

5-6 Porscheplatz @LRP
8-10 DE NER LCMT
12-14 DE NER Calabogie
14 NCR AX
17 Board Meeting
25 Drive & Fly at Stow Airport
28 NER AX

August

3 NCR AX
6-7 DE NER NHMS
11 Porsche and Polo
14 Board Meeting
22 German Car Cruise Night
at Stow Airport
23-25 DE NER Watkins Glen

September

7 Porschefest
7 NCR AX
11 Board Meeting
14 Collings Museum
21 NER AX

October

5 NER AX
10-11 DE NCR NHMS
16 Board Meeting
TBD Put Away Tech EPE
TBD Fall Tour

November

13 Board Meeting
TBD Cops and Lawyers

December

7 Annual Dinner
11 Board Meeting

ALMS NORTHEAST GRAND PRIX JULY 5 – JULY 6, 2013.

The 2013 ALMS Northeast Grand Prix returns to Lime Rock Park, Lakeville, CT on July 5th–6th, 2013. Porsche Cars North America and PCA, in conjunction with ALMS and IMSA, will again host our annual Porscheplatz during the races. Join us for this exclusive PCA member and Porsche owner opportunity! Display your Porsche in the Porscheplatz, meet your friends in our PCNA sponsored hospitality tent, watch Porsches in action packed racing and take part in the following Special Events:

- Driver and Team presentations
- Exclusive Porsche parking
- Dedicated infield parking
- Sponsor presentations (Michelin/Mobil 1)
- Prize drawings (Tires and Hot Pit tour)
- Parade laps for first 50 Porsche sign-ups
- United Sports Car Racing series update \

For more info contact: Jennifer Webb, Zone 1 Representative (jenniferbischoff@hotmail.com) or Dennis Primavera, Connecticut Valley Region (primo527@verizon.net). For tickets go to <http://tickets.limerock.com/> and follow the links to American Le Mans Series Northeast Grand Prix Tickets and Car Corral passes.

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





3 DAY DE SUMMERFEST AND DE ENDURO MT. TREMBLANT

Monday - Wednesday, July 8-10, 2013 (Registration opened March 1, 2013)

NER is returning to Le Circuit Mont-Tremblant (LCMT) for what has

become an annual Canadian visit to this outstanding 2.65 mi. track — or 4.26 km. if you prefer — set in the heart of the beautiful Laurentian Mountains. With 15 turns anchored by famous Namerow, a great 'pucker factor' uphill, blind-apex Turn 2 and major elevation changes, the circuit offers everything imaginable for every driver from beginner to advanced. Following this event, many track junkies will be extending their Canadian stay with an easy four-hour trip to Calabogie for our July 12th-14th DE; details elsewhere in this issue.

NER will hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black and Red Group drivers. There will be a beer, wine, soda and snacks social Monday at the track after the event for all drivers and guests.

This always-popular event is limited to 150 drivers (five run groups with a maximum of 30 cars per group). As of this writing, we have 90 paid registrations. I highly recommend that you register and pay immediately if you want to attend this event (remember, registering without paying does not reserve your spot for the event). If you have registered but not paid (and there are 13 drivers in this category), you had best get off the dime and pay up. If we have more registrants than we can let in, decisions on who gets in will be based on the date the registration fee is paid.

Of prime importance to many, we're once again scheduled in conjunction with the

free Blues Festival in the village where most of us stay. Set on multiple stages, and continuing into the nightclubs later on, the music is continuous for 14 hours a day. Details: www.tremblantblues.com.

For you first timers to LCMT, the area is a world-class resort destination, and an ideal place to bring the family for their summer vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out www.tremblant.ca for details.

We've negotiated great hotel rates; details at <http://www.porschenet.com/mont-tremblant-hotel-information/>. Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago, the track was renovated, widened and repaved, and a much safer track evolved.

Crossing the U.S./Canada border is simple and hassle free. For U.S. and Canadian citizens who are 16 years of age and older, a passport is required cross the border. Those younger than 16 may travel with a birth certificate.

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

Registration for this event will be handled by NER through: www.clubregistration.net.

Full DE info is available at www.porschenet.com.

- Students: \$595
- Signed off drivers: \$525
- Instructors: \$285 (before June 24th)
- \$360 (June 24th and later)

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your e-mail address is current in your clubregistration.net profile.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or (508) 529-6127 before 8:00 pm.

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com or (774) 275-1621 before 9:00 pm.

Classically Appointed Colonial



38 Earle Road, Wellesley

\$1,875,000

Classically appointed and meticulously crafted, this signature Colonial will be the very first Bates School residence in the portfolio of Wellesley's preeminent builder. Gracious reception foyer showcases elegant formal rooms with custom moldings and library with coffered ceiling. Gourmet WoodMode kitchen opens to fireplaced family room and deck. Sumptuous master suite with fireplace, spa-like bath and oversize walk-in closet. Lower level features in-home theater, playroom, bedroom, full bath and wine cellar.

**The Right Broker Does Make The Difference.
Expect More.**



JILL BOUDREAU, PREVIEWS PROPERTY SPECIALIST
REALTOR, ABR, ASP

Direct: (617) 460-3787 www.JillBoudreau.com

Unparalleled Service ● Unique Experience ● Fresh Insight



Office: (781) 237-9090 x330
Jill@JillBoudreau.com | Jill.Boudreau@NEMoves.com
71 Central Street, Wellesley, MA 02482

www.NewEnglandMoves.com



RESIDENTIAL BROKERAGE

©2012 Coldwell Banker Real Estate LLC. Coldwell Banker is a registered trademark licensed to Coldwell Banker Real Estate LLC. An Equal Opportunity Employer. Equal Housing Opportunity. Owned and operated by NRT, LLC.



NER DRIVERS EDUCATION EVENT

**CALABOGIE
MOTORSPORTS**

3 DAY DE @ CALABOGIE

with a DE Enduro



Friday – Sunday, July 12–14, 2013 (Registration opened March 1, 2013)

NER is pleased to announce that we will be returning for the seventh year to Calabogie Motorsports Park (CMP) for a three-day DE event. Once again, all three days will be open to all run groups and NER will hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black and Red Group drivers. There will be a beer and wine social Friday after the event for all drivers and guests.

CMP was brand new in 2007 and is a 5.05 km (3.03 mile) road course with 23 turns, 65' of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490-mile drive from the Boston area. And, if you combine this event with NER's LCMT event on July 8th–10th, Calabogie is just a 60-mile drive from Mont Tremblant that will take less than four hours.

Those who have already had a chance to drive at CMP report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of LCMT), it's no surprise that CMP is fantastic to drive. To have a preview of the track, go to www.calabogiemotorsports.com. While you are at the website, check out the facilities at the track as well as information about local hotels and restaurants.

Crossing the U.S./Canada border is simple

and hassle free. For U.S. and Canadian citizens who are 16 years of age and older, a passport is required cross the border. Those younger than 16 may travel with a birth certificate.

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

Registration for this event will be handled by NER through: www.clubregistration.net.

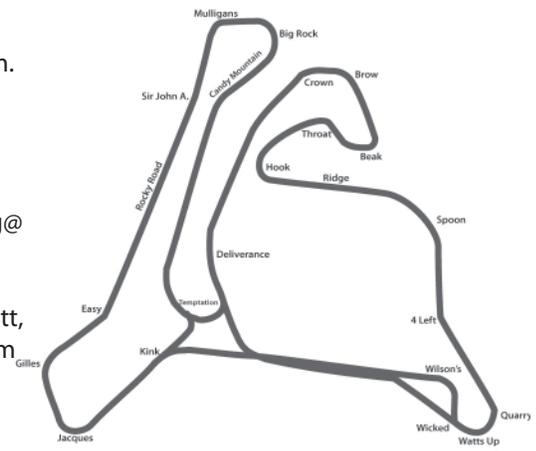
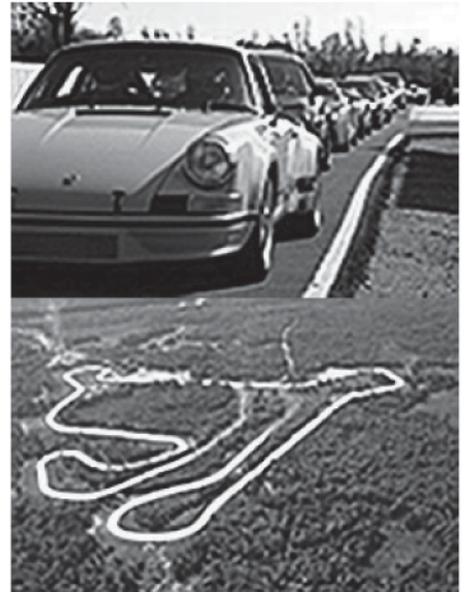
Full DE info is available at www.porschenet.com.

Students: \$585
Signed off drivers: \$495
Instructors: \$275 (before June 28th)
\$350 (June 28th and later)

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your e-mail address is current in your [clubregistration.net](http://www.clubregistration.net) profile.

Registration questions?
Contact Mark Keefe, Registrar at TCTReg@PorscheNet.com or (508) 529-6127 before 8:00 pm.

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com or (774) 275-1621 before 9:00 pm.



NER AUTOCROSS SERIES EVENT #3 AND BBQ!!! SUNDAY JULY 28TH SPONSORED BY **G E R M A N M O T O R S I N C**



AUTOBAHN PERFORMANCE INC



Rick Hetherington and Mike Noonan are going to barbeque, so this will be a special day!

As always, we are lucky to run at the Sebring of the Northeast, Moore Airfield, located on the former Fort Devens site. Like all our events, AX Number #3 will feature speeds ranging up to 65 mph on a course over a 1-1/4 miles long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or 'other' vehicle in one of 14 Porsche classes or one non-Porsche class.

These events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried autocross and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport. And if you are really not sure, try our new program where, for a

\$20 donation to Angel Flight, NER's designated charity, you can go for multiple autocross runs as a passenger.

Entrants will get as many as 10 individually timed runs and be eligible for awards. As one of the top three drivers in each class, you will be presented with an embossed coffee cup that you can leave on your desk at work so that everyone will know just how cool you really are! Registration opens at 7:00 am, closes at 8:00 am. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for registration, tech inspection and course walkthrough before the driver's meeting. Also make sure you bring adequate clothing for any weather (likely to be very hot).

You will be required to perform a work function during the day as part of the event.

The cost per event is \$40 for members or \$50 for non-members driving a Porsche. Sign up online at www.pcaner.motorsportreg.com.

Teenage children of PCA members

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

For general questions contact Autocross Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Dave Berman (autocrossreg@gmail.com).

Directions to Fort Devens

From I-495 or Rt. 128, take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for two miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn, stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railroad tracks.



THURSDAYS, JUNE 6—AUGUST 29, 2013
(EXCEPT JULY 4), RAIN OR SHINE
5:00 PM—8:00 PM
MINUTE MAN AIR FIELD IN STOW, MA

FEATURED CARS

June 6	American
June 13	British
June 20	German
June 27	Italian
July 11	American
July 18	British
July 25	German
August 1	Italian
August 8	American
August 15	British
August 22	German
August 29	Italian

All cars are invited to participate every evening!

10 Reasons to Cruise to Minute Man Air Field

- A big crowd each night: planes and cars, enough said.
- Join fellow car enthusiasts.
- All cars are welcome.
- Each week will feature specialty cars.
- Plenty of show car parking: 1500'-long runway, 70' wide.
- Show parking protected through a gated entrance.
- Good food, including wood-fired pizza, burgers, and dogs from the award-winning Nancy's Air Field Café, ice cream, popcorn, and libations.
- Plenty of public parking.
- Rules of the Runway to protect show cars and planes.
- Donations to benefit community service projects.

For more information: info@nashobarotary.org

Donations will benefit local and international service projects.

Brought to you by the Rotary Clubs of Acton-Boxborough, Maynard, and Nashoba Valley; Minute Man Air Field; and Nancy's Air Field Café



Special Porsche Night on July 25th with members of NER, NCR and Typ356NE encouraged to turn out. German car nights on June 20th and August 22nd.



NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE MOTOR SPEEDWAY



Tuesday – Wednesday, August 6th-7th, 2013 (Registration opened in March)

NER is hosting another terrific DE event at NHMS on Tuesday August 26th and Wednesday August 7th. This gives you an excellent opportunity to really get a handle on what it's like to drive on a real race track, very close to home.

NHMS is our home away from home, just north of the Massachusetts border in Loudon, New Hampshire. It's an easy hour from Boston and is the site of many televised races, including NASCAR events. What is not usually shown is their 1.6 mile road course with 12 turns and some nice elevation changes known as the "Miracle Mile" making for a good learning environment for Novices and a challenging drive for our advanced drivers. As usual this event is open to current PCA, BMW, and other recognised car club members.

To register for this event go to www.clubregistration.net
More DE info is available at

www.porschenet.com

Pricing is as follows:

Green and Yellow Students \$370

Signed off Student \$320

Instructors (before August 25th)

No Charge Instructors (after July 25th

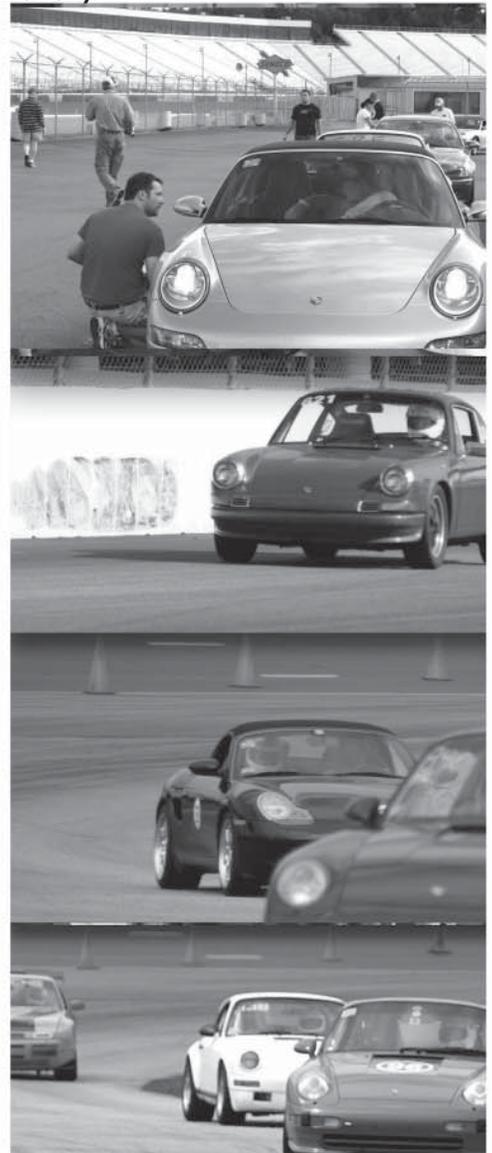
\$75)

Garages will be available on a first come first serve basis for \$50.

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your e-mail address is current in your clubregistration.net profile.

Registration questions? Contact Mark Keefe, Registrar at TReg@PorscheNet.com or (508) 529-6127 before 8:00 pm.

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com or (774) 275-1621 before 9:00 pm.



Porsches and Polo, Hamilton, MA

August 11th 1:30 PM

Sponsored by

Herb Chambers



PORSCHE

Boston | Burlington



On Sunday, August 11th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. Watch as the two- and four-legged athletes compete for the Porsche Cup! We'll have exclusive field-side parking assigned to NER members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going and break out the crystal and china to impress the judges and your friends. We also have our "Bachelor class" for those who eat on the run.

Some background for non-polo aficionados: Myopia Polo holds the distinction of being the oldest active polo club in America. One of five charter members of the United States Polo Association in 1891, except for two wartime hiatuses, club players have competed on summer Sundays on the original Gibney Field (named after what

was Gibney Farm) since the first game in 1887.

Gibney Field was the scene of the first formal intercollegiate game, with Harvard playing Yale in 1907. It has hosted the U.S. Senior Championship, the equivalent of what is now the U.S. Open championship. Polo scenes from the 1967 movie classic, *The Thomas Crown Affair* with Steve McQueen, were shot on the site.

The Porsche Cup is part of the Forbes Cup series, which was initially regarded as the New England Championship of polo, played between Fairfield, CT and Myopia. Recently, the Forbes Cup tournament has been played at an 8-goal level, meaning that the handicaps of all players on each team cannot exceed 8 goals. The Forbes Cup is one of Myopia's most prestigious tournaments, and professional players from across the United States and Argentina will be on Gibney Field to battle it out on August 11th for the Porsche Cup.

Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukka, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field. Admission is \$10 per car and can be paid at the gate. Plan to bring your own food and refreshments.

NER will have its own designated parking area for tailgating and socializing. Gates open at 1:30 pm, and Match Time is 3:00 pm. In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by going to <http://volunteersignup.org/RYHRX>.

The Myopia Polo fields are at 435 Bay Road, South Hamilton, MA.

Questions: contact Bill Seymour at admin@porschenet.com.



NER DRIVERS EDUCATION EVENT

WATKINS GLEN

INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by
European Performance Engineering, Inc.

EPE

EUROPEAN PERFORMANCE
ENGINEERING

Friday – Sunday, August 23rd – 25th, 2013 Registration opened in March

Many thanks to our long-time sponsor of this event, European Performance Engineering in Natick, MA. A quick call to EPE at (508) 651-1316 and you can arrange for your no-charge, pre- event tech inspection.

Many drivers name “The Glen” as their favorite track. From its ragged infancy in 1948 through many incarnations over the years, Watkins Glen remains one of the premier road courses in the world, hosting events from NASCAR to Can-Am, Grand-Am, U.S. Vintage Grand Prix and IndyCar races.

The 3.4 mi. circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittipaldi, Bordon, Dailey, Lally, Brensing and Bell. Don’t miss your opportunity to join this list and drive “New York’s Thunder Road.”

We’ll hold one of our signature 60-minute DE Enduros with a simulated race start for advanced Black and Red groups, emulated by some, duplicated by none. All drivers and guests

are invited to a beer and wine social Friday at Lakeside Park immediately following our track driving. Garages will be available on a first registered, first served basis: \$60 for three days. Sign up now.

Our events are open to current PCA, BMW and other recognized car club members.

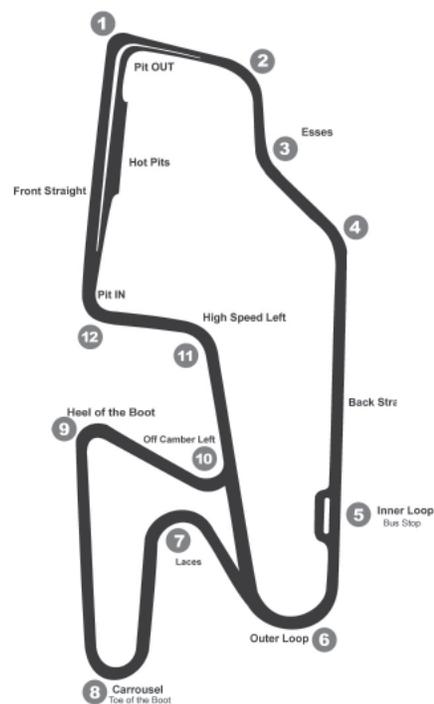
Registration for this event will be handled by NER through www.clubregistration.net and full DE info will be available at www.porschenet.com. Pricing for the event is as follows:

- Students \$570
- Signed-off drivers \$495
- Instructors (before August 10) \$270 (August 10 and later) \$345

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com. Please make sure your e-mail address is current in your clubregistration.net profile.

Registration questions? Contact Mark Keefe, Registrar at TCTReg@PorscheNet.com or (508) 529-6127 before 8:00 pm.

Event questions? Contact Stan Corbett, Track Chair, trackchair@porschenet.com or (774) 275-1621 before 9:00 pm.



twenty eighth annual autocross



august 24th - 25th, 2013 moore airfield, ft. devens ayer, ma

this year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.

how much it costs

\$70/person early registration on or before 8/12/13
\$95/person after 8/12/13
Registration fees are for one or two days.
Online registration via clubregistration.net only.
No on-site registration the day of the event.
Registration will open 7/5/13 and close 8/21/13.

where to stay

Springhill Suites by Marriott
31 Andrews Parkway
Devens, MA 01434
Phone: 978-772-3030
<http://devenscommoncenter.com>
Rate: \$129/night + tax
Refer to: "**Porsche Club Autocross**" for group rate
You must book by 8/2/13 for group rate

who to talk to

Zone 1 Autocross Chair: Don Coburn
autoxerpca@aol.com or (516) 804-2562

Zone 1 Autocross Registrar: Aaron Ambrosino
zone1axregistrar@gmail.com or (518) 729-0017

links to the pcr's will be posted on the zone 1 website - <http://zone1.pca.org>

PORSCHEFEST

SATURDAY SEPTEMBER 7, 2013



Put a little shine on your favorite Porsche and come join the fun with hundreds of Porsche aficionados on the spacious lawns of the Larz Anderson Auto Museum, America's oldest car museum. Enter your car in NER's Annual Concours d' Elegance, or just enjoy mingling among an amazing variety of Porsches from early 356 models to the latest 991's... and even some full out Porsche race cars.

CONCOURS D' ELEGANCE

Have you ever entered a Concours? NER makes it easy with different classes of competition. Maybe you just want to mingle, enjoy the afternoon and have a picnic. Last year, over 100 Porsches were registered for the Concours, plus plenty of "visiting" Porsches, not to mention the occasional Lamborghini, Ferrari and classic MG. The grounds at the Larz Anderson estate are always great for a picnic. As always, NER will have a caterer on site, grilling away to keep the hungries at bay. Need a change of pace? Visit the Museum exhibits... and the gift shop. There may even be a few close-out bargains from our vendors.

CLASSES

We will have complete info including new classes and examples of the score sheets for the August issue, and on the website.

Concours Registration Form - Please help us plan for a successful event by Pre-registering for the event. It will help us prepare the right number of trophies and judges. Thank you.

Entrant Name: _____

Address: _____

City/State/Zip: _____

Phone (day): _____

(evening): _____

E-mail address: _____

Porsche (year /model/color): _____

PCA Region: _____

Full Judged _____
Top Only - People's Choice _____
Display - People's Choice _____

Please send your check for \$10 (\$20 day of event) per car entered (payable to NERJPCA) along with this form to:
Steve Ross
49 Village Brook Lane
Natick, MA 01760
Preregistration Deadline is Aug. 31st. Questions? Contact Steve Ross at slr944@aol.com

Collings Museum Tour, Stow MA

Sept. 14th 10AM-2PM



Those who live in the metro-west area of Greater Boston, or who may have participated in one of the Club's Spring or Fall rallies are probably familiar with some of the great back roads in the area. What you may not know is the fact that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collection of vintage aircraft and automobiles in the country.

On Saturday, September 14th the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 10:00 AM, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over sixty-six Ameri-

can-built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. Their website currently lists a 1993 Porsche RS America - Rolex 24 and Sebring 24 hour veteran. The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), PT-17 Stearman (1942), AT-6 Texan (1945), UC-78 Bobcat (1943), TBM Avenger (1945), FM-2 Wildcat, Fieseler FI-156 Storch (1943), and a T-33 Shooting Star (1948).

If weather conditions are OK there is a

good chance that plane rides in the Stearman will be available for an additional fee.

Our tour group will be capped at 80 people. The cost will be \$10 per person with the proceeds going to the Collings Foundation. Registration will open on July 1st at www.pcaner.Motorsportreg.com.

The address of the Museum is 137 Barton Rd. in Stow.

You can learn much more about the Collings Foundation, the museum in Stow, and the national Wings of Freedom tour schedule featuring their famous restored B-17, B-24, and P-51 aircraft by going to their website at www.collingsfoundation.org.

Questions? email Bill Seymour at admin@porschenet.com



NER PHOTO CONTEST 2013

The NER event season is about to start and we'd like all the photographers out there to start snapping photos in preparation for the 2013 Photo Contest. It's your chance to impress your fellow members and there will be \$\$ prizes for the best photos. So capture the images of the fall foliage on the fall ramble or use your GoPro to record your fast lap around NHMS or Lime Rock.



Categories

NER Driving Events

Any driving events including autocross and drivers education.

Porsche Club Events

Any Porsche club event—the Spring and Fall rambles, tour, tech session, and concours d'elegance etc.

General

A photo of any car (doesn't have to be a Porsche) or taken at any car related event that does not fit into any other category.

Artistic

Black & white, composite, HDR, hand-colored photos, etc.

Video (Maximum 3 Minutes)

Video of any NER or car related event. The video must be uploaded to YouTube.

Awards

Winner

A winner will be assigned for each photo category and they will receive a \$100 voucher to redeem at any NER event and a framed copy of the photo.

Peoples Choice

All the photos and links to the videos will be available on the NER website so the NER membership can vote. There will be a single peoples choice award for the combined photo categories and one for the videos. The prize will be a \$100 voucher to redeem at any NER event.

Rules and FAQ

1. **Entry Limit:** There is no limit on the number of photographs a NER member may submit.
2. **Entry Deadline:** By midnight on October 15, 2013 all photos must be emailed to photo@porschenet.com, all videos must be uploaded to YouTube and the link emailed to photo@porschenet.com
3. **People's Choice:** The people's choice voting will be available on the NER Website on October 16, 2013 and close at midnight on November 15, 2013.
4. **Winner Announcement:** Will be made in the December issue of the Nor'Easter.
5. **Copyright and Content:** Photos that are deemed obscene, vulgar, or otherwise violate any laws are strictly prohibited. NER respects the rights related to copyright laws and intellectual property. All photos should be based on a NER member's original photograph taken by the NER member. Use of a photo from other sources/people without permission is not allowed. NER reserves the right to refuse inappropriate or unsuitable entries.
6. **Model and Property Releases:** Any NER member submitting a photograph acknowledges that they have sufficient permission of any recognizable locations or people appearing in their photograph.
7. **Formatting your Photograph:** Each photograph must be formatted in a jpg. Each photograph will need to be clearly labeled with the category, last name, and first name.
8. **Judges:** The judging panel will consist of a selection of NER members with an interest in photography.
9. **Questions:** Questions about the contest should be emailed to membership@porschenet.com



PCA - Escape to LA 2013

October 24th - 26th

For several years now the Escape has been one of the most sought after and exciting events on the PCA calendar. Consisting primarily of tours and social events, this non-competitive weekend is the perfect relaxing PCA holiday. Held each year in a different area of the country, this weekend is rich with regional flavor and draws a national audience that enjoys a long weekend of spending time with their Porsche cars, Porsche friends and participating in Porsche activities.

Escape to Los Angeles is the theme for 2013, and the Escape is headquartered at the elegant Sheraton Fairplex in Pomona, CA (just outside of LA). Officially the dates are October 24th–26th, but you are encouraged to come early and stay late. There's a lot to do!

From Pomona we will radiate out on a wide variety of activities. You will find no shortage of things to do, places to go and food to eat. You will be among 500–600 other Porschephiles, seeing the best that Southern California has to offer.

Hard at work, the 2013 Escape team has been busy finalizing the various tour routes throughout Southern California. The Escape will offer a variety of tours of varying lengths and activities to satisfy the interests of every attendee. From a leisurely drive of the San Gabriel Valley highlighting local architecture, the Huntington gardens or the Los Angeles Arboretum, to, for the

drivers amongst us, exciting mountain tours such as the Angeles Crest Highway, Highway 18 to Big Bear Lake, or to Mount Baldy along Glendora Canyon Road. Another option is an all day trip to Joshua Tree National Park with a stop in Palm Springs for dinner. There are even special tours planned of several unique museums, such as the Nethercutt and Mullin automotive museums, as well as a few intimate tours of the Jet Propulsion Laboratory (a NASA nerve center for space exploration), and Space X (a private space exploration company). I'll get back to the activities with a bit more detail, but for a moment let's switch to banquets.

The Escape has two official dinners planned, starting on Thursday night with the opening Car Show and Drive-in Movie banquet. Remember your high school years of polishing up the car to show off to your friends, cruising to the hamburger stand and seeing the latest movie at the drive-in? While watching a classic movie (or socializing if you prefer), Escape attendees will munch on Kobe sliders, tacos, fries, margaritas, sodas and milk shakes. The car show will also include

the ever popular 'People's Choice' awards. Don't forget to pack your letterman's jacket and bring your girl!

On Saturday night, the closing banquet starts with a reception at the NHRA museum. This museum, housed in a beautifully restored 28,500 square foot art-deco style 1939 WPA building, is home to the very essence of American motorsports. More than 80 vehicles are displayed — everything from Ed Iskenderian's 1925 T roadster to Mickey Thompson's Challenger I, the first American car to go 400 mph. Hors d'oeuvres will be served during the reception. Afterward, and just a short stroll away, the Gala Dinner will be held in the newly constructed Sheraton Fairplex Convention Center. PCA will have exclusive use





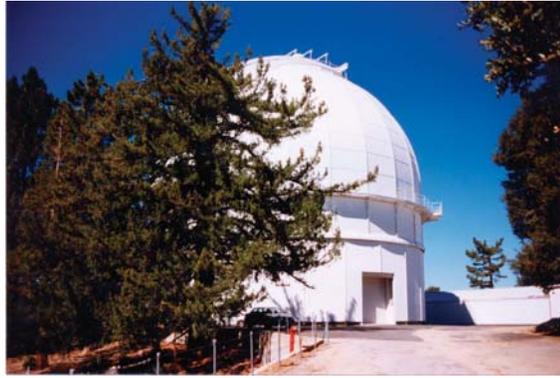
San Marino areas for a self-guided tour designed for you to spend as much or as little time as you'd like enjoying these wonders of a bygone era.

Turning our attention back to cars, I think you will enjoy the Nethercutt Collection, which houses several hundred exquisite old cars in an early 20th century automobile salon setting (lots of marble). This array of concours-winning cars (Pebble Beach, Amelia Island, Palos Verdes, Dana Point and other prestigious events) will make your head spin. It is certainly one of the best car collections in the country. While you

of the entire facility. Dinner will be three courses, specially prepared for the Escape. A no-host bar will be available throughout the night as well as special guest speakers, exhibits and, of course, some great door prizes. All this and more will be part of the Saturday night Gala Dinner.

There are numerous museums in the area, such as the Huntington Library, the Tournament of Roses House (Wrigley Mansion), the Tournament of Roses Float Barns, the 1908 Greene & Greene Gamble House, the Mullin Automotive Museum, the Nethercutt Collection, the Norton Simon art museum and the LA County Arboretum.

The Escape will feature two historic architectural tours, one based around the Pasadena/San Marino area, and the other showcasing the La Verne, Claremont and Pomona area (including the old Kellogg's Ranch, now California Polytechnic College). Did you know that of the 211 registered historic sites listed in Los Angeles County, 119 of them are in the city of Pasadena? We have assembled a list of 30-35 sites in the greater Pasadena, South Pasadena and



are there, you will also see an amazing collection of hood ornaments (mascots — does Lalique ring a bell?), brass gas lamps, horns and other automotive items. Additionally, the Nethercutts did not limit their interests to merely automobiles. Amongst the artistry of the vehicles, you will also find an incredible collection of musical instruments (the largest collection of Orchestrons in the world), listen to an amazing recording of George Gershwin (that is, an actual

recording of George Gershwin) playing Rhapsody in Blue on a reproducing piano, listen to one of the world's biggest pipe organs, and see a collection of incredible 18th & 19th century furniture. On top of all this, there is a fabulous collection of David Winter cottages, dolls, coins and crystal figurines.

One of the more renowned museums in the San Gabriel Valley is the Huntington Library, Art Collection and Botanical Gardens. Arrangements have been made for a private tour of the grounds and museums accompanied by morning tea.

For you drivers, you'll definitely see the twisties, catch some incredible vistas, have some great food and see some of Southern California's rural beauty. You'll get a little appreciation of what living in LA means — being able to visit the ocean, snow, desert, mountains and forests in an hour or less (okay, okay, traffic permitting...).

If you are fortunate enough to drive a Cayenne to the Escape, we have a tour just for you. We know that you have heard that every Cayenne was designed to be a competent off-road vehicle, and some of us actually take our Cayennes off-road. Our tour is designed for the novice off-road driver, as we help you learn off-roading and build your confidence. Technically, this is an 'off paved road' tour; it is not truly "off-road."

As you can see, you have plenty to look forward to in Escape 2013. Did I forget to mention Rodeo Drive, Hollywood, Beverly Hills, air museums (pick one of many), Griffith Park, the Reagan Library, the California missions? The list goes on and on. Registration opens soon, so mark your calendars and keep your eye on our website and PCA's eBrake News for more information: <http://escape2013.pca.org>.





A Spontaneous Dinner Evening on Cape Cod

Copy and Photos by Don Plant

The early Tuesday evening of June 4th was still bright and sunny, and not too cool for the cape this time of year. This was the occasion of the first Northeast Region spontaneous dinner to be held on Cape Cod, which took place at Royal II Restaurant and Bar on Rte 6A in Yarmouthport.

Beginning at 6:30, the first of about a dozen vintage and newer 911s and Boxsters began arriving as the lot quickly filled up. Eighteen Porschephiles, 12 from the cape and six from off cape, began introducing each other as they began to congregate in the parking lot. Several individuals were new to the club and region and took this opportunity to meet up with some regulars.



Eventually, all strode over to the new outdoor deck where tables were put together and discussions continued on about Porsches and the club while our orders were taken.

Beer, pizza and a variety of Mediterranean and Cape Cod specialties were ordered and consumed by this hungry bunch.

Everyone seemed to have enjoyed their evening as new friends were made. Hopefully, one of the members can step up and continue a new tradition of this PCA spontaneous dinner on Cape Cod after Labor Day.

Photos: Opposite top The gathering outside. Opposite right, and below, Tables 1 2 and 3.



PORSCHE, BMW & MERCEDES SPECIALIST	ALL INSURANCE WORK
	
MIKE'S A U T O B O D Y	
MIKE NOONAN 251 BROADWAY, MALDEN	(781) 324-9831 FAX 324-1804



John Paterek Talk

Copy by Steve Ross Photos by Bengt Persson

Close to 40 Porsche owners, including some members from the Typ356NE group, gathered at the Elks club in Natick to hear the talk and watch the slide presentation by John Paterek. The region supplied finger food from the nearby Roche Brothers supermarket, and the bar had various adult refreshments for all.

Upon arriving at the site, John and his wife Donna had already arrived from the Zone 1 concours location in Portsmouth, NH, and as participants arrived they admired his beautiful '62 356B Cabriolet with some very unique options, including the '60s version of standing lights, and a small vial of lock deicer along with instructions in German to use it.

After admiring each other's Porsches, the group sat down and John started his speech. First off, he admitted he was a muscle car guy before he discovered Porsches at a car show in New Jersey, his home state. He was driving a "big block" Chevelle with a four-speed and big tires. After noticing

a Porsche in the show his life changed forever. Fast-forward to today: John and his brother Ray, and now his older son, Andrew, have worked on literally hundreds, if not thousands of Porsches of all types doing everything from touch-ups and rust repair to full-blown restorations that have won "Best of Show" trophies throughout the country.

The slide show began with one of the earliest 911s in existence, on which John

has been working for over a year. It is so early that the serial number begins with 901, not 911, and although it lived in non-salty locales both in Europe and in the U.S., the sun in the southwest U.S. had taken its toll on the interior and glass mounting areas. What followed was an extensive line of pictures with expert commentary on how each of the issues was confronted and solved, ranging from neat, simple fixes to tedious handwork to removed delicate

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

components and clean up long-neglected original trim, since no new pieces exist for this Porsche.

Next up, John showed a pictorial of a Speedster that someone had 'repaired' by welding plates of steel over the rust spots, even on the doors and fenders. Needless to say, major work was needed to undo this foolish undertaking.

Throughout the session John took many specific questions from the audience members pertaining to their own Porsches, how to fix things, what to use in the way of products, and warnings on what not to do.

After more than two hours of information uploading, the talk ended to a thunderous ovation for the speaker.







Donna and John Paterek, and Kristin and John (who has known her since she was very young).

High Gear - A Guest Column from the Rocky Mountain Region.

Copy by Richard D. Badler, RMR, PCA

What Porsche Would Gatsby Drive? You thought I meant Jesus? No, no, that's too easy. JC would be wearing his "True Religion" jeans and his "Members Only" jacket, and he'd saunter into a perfectly maintained 550 RSK, silver, with a red Pegasus decal on the side.

Jay Gatsby is much more complicated. To start, the book *The Great Gatsby*, which many consider the one true Great American Novel, takes place in 1922. And, in the book, Jay drives a Rolls Royce big enough to carry great gobs of partiers to West Egg from Manhattan, every weekend.

But, in the latest remake of the movie, he drives one of Fred and Augie's greatest creations, a Duesenberg Model J. Which is fine... except for the fact that the Model J is from 1929. Such is poetic license on the big screen, I guess.

So let's stretch our own willing suspension of disbelief to the present day.

In the book we learn Gatsby made his money bootlegging. Today he'd... import illegal agricultural substances? I'd prefer running a Ponzi scheme of a hedge fund. But I could be swayed.

And that would lead to mega wealth in today's dollars... from a residential standpoint, no Mc-manse on the North Shore of Long Island, like the book and movies. Heaven forbid. Would someone with virtually unlimited means put up with the Long Island Expressway, euphemistically called "the longest parking lot in the world"? Hardly.

In today's world, Gatsby would sleep in an apartment on Fifth Avenue, or maybe 15 Central Park West. And he'd spend weekends on Further Lane in Southampton. And his Sikorsky would take him 20 minutes to get to East Hampton Airport. He'd be quarreling with the town elders about a heliport on his property.

Of course he'd have a Panamera Turbo in the garage in Manhattan. But it would

get very little use. Maybe jaunts up the Taconic Parkway to visit Ralph, that Ralph, in Bedford. Or out to Teterboro to board the Gulfstream.

In the Hamptons, it would be a different story. You'd need something funky, something slightly shabby, something you don't mind getting sand in, to slink to the beach. Like a Carrera Cab, red, which Jay would have held onto since his business school days, for sentimental reasons. It would have been a gift from his parents.

But evenings in the Hamptons would be a different story. That's when it's time for a dramatic entrance, which can only call for a Carrera GT. Black.

But he'd have a 918 on order. Also black.

Would he drive it? Would he drive either? Well, I have it on good authority that Oracle gazillionaire Larry Ellison bought a McLaren F1 in the '90s, and was actually fitted for his seat at the factory... and never came back to pick up the car.

As Hemingway said, "The rich are different from you and me." To which Scott Fitzgerald allegedly said, "Yes, they have more money."

Which would lead the Gulfstream to Holiday flights to the ski house on Red Mountain in Aspen. Where a Cayenne Turbo would be waiting to whisk Gatsby and his entourage to a waiting table at the Caribou Club, in all types of weather.

Or Holiday visits to Anguilla or St. Barts. Where they'd be picked up by more Cayenne Turbos, with blacked out windows, of course.

What about Palm Beach, you say? Now, sport, that's for retirees. Retirees who stay put.

Jay's crowd would also make it to La La Land. For business. Yeah, for the export/import business. Or to find investors in the latest fund. You could spot them at the Four Seasons... they'd be the only ones lounging beside the pool in

January.

But the party would be at the house on Carbon Beach in Malibu. From which Jay would willingly show you the very spot on the Pacific Coast Highway where that fellow "Dietrich" split his Enzo in two.

And in Europe?

Ah, it's tough. Jay would wax poetic about the era of the Concorde. When time really was of the essence, and you could grasp it as the speed meter on the bulkhead crept toward Mach 2.

And he'd go on about the sight on arrival back at Kennedy, where everyone would deplane and make a beeline for the helicopter parking area.

At the other end, it's, what, an hour by private charter from De Gaulle to Nice Airport and a short drive on the A8 to St. Tropez. Or to Monaco. Or Cannes. For the race. For the film festival. For both.

Jay's house would be set amid the homes of the Russian Oligarchs on Cap Ferrat. And the Sunseeker would be docked below.

In the garage we'd find... old, old money that would be appreciating while standing still -- a Porsche 904, with number plates, an ex-rally 911 SC, one of the Rothman's cars, and a real 2.7 Carrera, bought new by Jay's father... or so the story goes, old sport.

Then it's back to Paris, to the suite at Le Crillon. Or the George V. And, after a night of revelry at Le Bar, he'd start up the loaner 911 Turbo as dawn broke (when you own this many Porsches, you just call ahead and one materializes - ask Jerry Seinfeld.) And he and his pleasure dome for the evening would venture out and try to recreate the route of that nine-minute fit of cinematic debauchery, *Le Rendezvous*.

Ah yes. It's so, well, current... a nice life if you can get away with it, old sport. But, remember. In the novel and all the cinematic adaptations, he doesn't get away with it. And that's what we call poetic justice, forever more.

Bio - Richard D. Badler

Capitalizing on more than 30 years of practice in all facets of corporate, internal, consumer, reputation, positioning, issues management, advertising and sports marketing work, in the U.S. and around the world, Richard D. Badler embarked on a communications consulting and writing career in early 2007.

Previously, Dick was executive vice president, corporate communications and public affairs, for the Western Union Company. In that capacity, he was responsible for creating and leading all internal and external communications, the internal and external web, global branding, public affairs and issues management on a worldwide basis.

Before joining Western Union, Dick was senior vice president, corporate communications for Unisys Corporation, reporting

to the CEO. He oversaw the corporation's activities worldwide in the areas of reputation management, public and media relations, consultant relations, advertising, employee communications, corporate identity and public affairs.

Previously, Dick served as vice president, corporate communications, for General Instrument Corporation. Prior to that, he was an executive vice president and account director with Golin/Harris Communications in Chicago, handling a variety of business and consumer accounts including McDonald's and Michelin.

Dick spent 11 years with Philip Morris Companies, Inc., most recently as director, public affairs for Kraft Foods in Northfield, Illinois. He also had served as director of public affairs for Kraft General Foods International and spent a year in

Lausanne, Switzerland, with Philip Morris Europe.

Dick is currently board president of Alliance Francaise de Denver, and a member of Rocky Mountain Automotive Press Association. He writes regularly for outlets that include TFLCar.com, Planet-9.com and High Gear, the publication of the Rocky Mountain Region of the Porsche Club of America. Over the years, Dick's owned six Porsches. He still has number three, a '78 911SC, which he bought in 1988.

Dick is a graduate of Case Western Reserve University, where he co-edited his college newspaper. The survivor of six corporate relocations, he now calls Denver home.



Let us help you with that...

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.

HMS
motorsport

www.hmsmotorsport.com • 978-774-1615 • 9A Electronics Ave Danvers, MA 01923



Autocross #1 May 29th 2013

Copy by Chris Ryan, Photos by Richard Viard

The first NER autocross event of 2013 saw a low fog covering the Devens airfield in the early morning. Fortunately, the sun managed to burn this away and the rain held off, giving us an all-around reasonably nice day for the first event of the 2013 season. With our fearless leader off cavorting in France, the honor of orchestrating this event was left to yours truly... my thanks especially to Rob McAlpine, Joe Kraetsch, Lisa Roche, and Christine Skaubitis who got pressed into some unplanned work duties in part due my own inexperience with worker assignment setup. With everyone's help we enjoyed eight runs, and I believe a good time was had by all. We even beat the rain and made it over to Billiards by about 4:00 pm. I'm summarizing from memory, so here goes:

We had 74 sign-ups for this first event of the season, sponsored by Herb Chambers, including a sizeable number of novices (14). We certainly hope they got a good taste and will be back for more. Newcomer Kurt Schmid edged out Peter Dunlap









in all the classes, which you can see in the results posted in this issue.

Coursemeister Scruffy set us up with another great course with just the right mix of speed and rhythm changes to keep us all on our toes and help teach the novices the importance of learning to find the course before stepping too hard on the gas. See you all at the next event.

to take fastest Novice for the day. Jake Moreau and Bill Nerney showed up in their 'new' 914 to put it through its paces for the first time, but Tom Tate also showed up, adding to the competition in Class 1. Class 3S showed promise to be a tight race this year, with Reid Van Gorder leading the pack for this event, but with Nick Durham, Steve James, and Jeff Johnson in hot pursuit. Their R-compound cousins in class 3R had some fun themselves, which saw Chris Tuck, who managed to find his usual spin zones out on the course, able to blow past Bob Canter in the final runs to take the win. There was plenty of additional excitement





the 914 back together and get it out on the track. After it swallowed a valve back in 2000, I took it apart to have some rust repair done and attempt the engine rebuild (don't ask, that part didn't go well). The '72 911 autocross car followed me home the same year so it was an easy decision to make. The '72 did so well and was so much fun to toss about that I ran it a second year while the 914 continued to sleep back in the corner. Making a conscious decision to get back to the track with the 914, I pulled the battery out of the 911 and put it up on the lift for storage. The metalwork was done on time, but the engine didn't come back to life as planned, so I ran the 356s in Class 1 enough to win the series. That meant that the 911 was up on the lift for two years with nary a drip. It was put away with fresh oil, stabilizer in the gas, and a dust cover in place.

With the 914 alive and well, assisted by Kevin at Randolph Racing, I drove it home the day before the first race for a final cleanup and parked it under the 911. After dinner I went down to the garage and gathered up some cleaning supplies to wipe down the inside of the car. I sat in the driver's seat and sprayed the inside of the windshield and dashboard to wipe off the dust and dirt from years of sitting. Just as I wiped the inside of the windshield on the passenger side, a drip met my hand as I passed over the glass. Startled, I stopped to see another drip hit the outside of the windshield.

I hopped out and walked around to the front and looked up to see a drip come off the bottom of a wet gas tank under the 911. This would be a full gas tank that had

been sitting for years without so much as a drop appearing, that suddenly decided to leak. The drip was hitting the windshield just above the fresh air vent grills. With enough time, like overnight, I have no doubt that gas (old gas at that) would have found its way into that vent and into the passenger cabin of the car. To add to the problem, it was raining outside. So, I didn't want to put the 914 outside, but I couldn't move it enough in either direction to get away from the dripping tank. The temporary solution was to open the front trunk, put one of the large track gas cans on top of a couple of spare tires with a very large funnel in it catching the, now steady, drip.

The permanent solution was to pump out the gas using the electric fuel pump (after installing the battery, of course) and replace the six inches of fabric fuel hose that had failed. That would have to wait until after the autocross the next day.

The entire situation could have certainly been a lot worse had I not gone out to clean the car, but the real question was... why now? Why after all these years would a leak appear to drip down onto the car that was going off to an autocross the next day? An autocross that the 911 would've been running if the 914 were not finished. It occurred to me that, if I believed that cars were actually alive, the 911 was expressing its disgust with its replacement by peeing on the windshield. But, of course, I don't believe that.

The run at the autocross was a success as the 914 took the win against four

other 914 drivers, but even that was with drama. The clutch adjustment seemed to be going away as the day wore on — a cable stretching maybe? By the last run I couldn't push the pedal down far enough to disengage the clutch, but by then the event was over. On the way home, starting off in second gear, the pedal went to the floor and didn't return. My day was done. Hello AAA. Turns out that the roll pin on the pedal cluster had sheared, and that was not a repair that I was going to make on the side of the road. Roll pins never shear, do they? But wait. The car had done what it needed to do before it gave up — how could I complain? Could the 914 have known that I needed it to stay together until the last run? But then, I don't believe that cars are actually alive — or do I?

Speaking of stories, a friend that writes a monthly column for the BMW magazine, Roundel, has released a book called *Memories of a Hack Mechanic or How Fixing Broken BMW's Helped Make Me Whole*. Our friends at Bentley Publishing (<http://www.bentleypublishers.com/bmw/history/memoirs-of-a-hack-mechanic-by-rob-siegel.html>) released the book and I highly recommend that you grab a copy. Rob basically does what I do here but does it a lot better and with a lot more mental analysis. Anyone who has ever rapped a knuckle while holding a wrench will find themselves in those pages and will begin to understand why they enjoy the agony of keeping old cars running. He even told me things about why I spend all that time in the garage. How did he know? An excellent read. I wish I could write like that.

KTF

Don't Lift!- continued from page 14

plug that will connect to the existing wiring harness. This plug is used on 2005–2008 Touaregs and Cayennes and can be purchased from a VW dealer. The plug housing is part number 1J0 972 782 (you'll need one) and the wires and connectors package is part number 000 979 228 (you'll need two). Instructions are available from Tekonsha (a manufacturer of brake controllers), or check with me for instructions including pin-outs for the wiring.

End result of all this? A successful tow to the Lime Rock event! The Cayenne is a joy to tow with, very stable and able to hold speed uphill and down. Water and oil temp rock solid with no fluctuation. Gas mileage towing out to Lime Rock dropped to 15.1 mpg from the 16.9 mpg I've been seeing in mixed town and highway driving. That's way better than the Dakota, which would drop to as little as 11 mpg going through the hills in western Mass. and New York state.

Hope to see many of you over the next few months at our DE events. Don't forget our DE rebate program described in previous columns, and on our website under "Driver Education" and "FAQs for DE." Attend three or more of NER's DE events and get a rebate at the end of the season — so, Don't Lift!

Sincerely, Stan



175 High Street #2
Waltham, MA 02453
781-530-4557

www.liftthrottle.com

Specializing in air-cooled Porsches

Make an appointment to stop by and



Lewis Hamilton

The Checkered Flag- continued from page 11

Slightly different from NASCAR, where fastest lap determines grid position but only a single car is on the oval at a time, F1 qualifying is a series of three, time-boxed, knockout sessions. In the first session ("Q1"), all 22 cars battle it out for 20 minutes, with the slowest six drivers eliminated (grid position being based on the fastest lap time). Q2 is very similar, with the remaining 16 drivers battling it out for 15 minutes. Again, the slowest six are eliminated. In both these sessions, the top drivers do just enough laps to qualify for the next round, thus saving their tires for the later rounds. That's the theory anyway. Rain can really screw-up the best laid plans! A less-experienced driver might be a bit too aggressive in the wet conditions and bring out a yellow flag, dropping lap times, or (as happened in Montreal) bringing out a red flag, leaving just enough time for one flying lap when qualifying resumes (the tussle in pit lane when qualifying restarted was decidedly unsportsmanlike but hilarious to watch). Q3 is a 10-minute battle of wits — each driver has perhaps two flying laps before their lap time starts to drop as the tires degrade. So, they sit in the pits, like gun-fighters in a western movie, watching the competition, watching the rain forecast — nobody wanting to be the first on the track. Then, with just enough time left for one or two laps, out they come and the lap times plummet. I guess it's the power of visualization in action (okay, I'll come clean — I have read the Speed Secrets books by Ross Bentley), as they get no opportunity to warm-up. Sebastian Vettel (Red Bull) took pole position, with Lewis Hamilton (Mercedes) second and Valtteri Bottas (Lotus) third on the grid.

Back to the race — for real this time! Vettel lead from the front for the whole race, building up a lead of over one second almost immediately, which means the following driver cannot enable the Drag

and giving the car a 10–20mph speed advantage — it was introduced to increase the excitement by allowing more overtaking. The next hurdle for Vettel was pit stops. At Montreal it takes about



Ferrari craziness.

20 seconds to come into the pits, change all four tires and get back up to racing speed (they are stationary for about three seconds). Vettel built a 20 second lead before the first pit stop and the rest (as they say) was history; a textbook win.

There was no lack of excitement further down the field, with positions changing frequently. It looked like Lewis would retain the number two slot, but Fernando Alonso (Ferrari) overpowered him and took the runner-up honors with a brave move at the end of the main straight.

While the F1 event is the highlight of the weekend, the support events make for great racing, especially on a wet or drying track. (Now when should I switch to slicks? Too early and that Armco barrier can be very unforgiving.) In Montreal we had practices, qualifying and a couple of races for touring cars (proving that a Mini Cooper can corner on three wheels), Formula 1600, Porsche Cup,

Reduction System (DRS). The DRS opens a slot on the rear wing, stalling the air-flow over the wing

and Ferrari Challenge. The Ferrari drivers are crazier than Red run group DE drivers on a cold NHMS morning! Not sure if it's the lack of down force on the Ferrari 358s or the owner/driver's complete disregard for how expensive the cars are, but there is always some dented bodywork — great spectator sport and that V12 sounds fantastic!

While in Montreal we did an NER spontaneous dinner in old town. Jack and Jayne Miller, Dani and I met up on Saturday night in a great outdoor restaurant complete with live jazz. Jack and Jayne are 13-year veterans of the Montreal race, and Vettel fans, so they enjoyed the result on Sunday!

Pop quiz: which two NER DE venues have also held Grand Prix races?

After Montreal it was straight on to Lime Rock Park for the NCR DE event. I missed the first day when wet-weather driving skills were very much in vogue. Day two proved drier, and by the time the Blue/White run group went out (for once I didn't mind the long wait between the driver's meeting and first run) there was a dry line. The rain did arrive for the last run of the day, but it was a great opportunity

to practice smooth handling and perfect that wet line. Next stops on the DE calendar are the two events in Canada — see you in Mont-Tremblant, and keep an eye out for that look-at-me blue Carrera 4.

Answer: Watkins Glen (1980 U.S. Grand Prix, won by Australian Alan Jones — Graham Hill came in fourth and Jackie Stewart sixth) and Mont-Tremblant (1968 Canadian Grand Prix, won by Australian Denny Hulme with a lap time of approx. 1:38, in the era of the U.S.'s last world champion in '78, Mario Andretti, who finished sixth).





through, and six being flat out on the front straight at Watkins Glen in 6th, missing the shift, and transitioning into 2nd, at 150 mph. Yeah, bent.

Porsche says certain situations on that scale (usually three and above) will void certain parts of your warranty. I should say so!

At last it came, (about one week in), and I raced down to see it.

I knew a lot about her. She came from Texas, was bought late in her model year, and had only one previous owner. In Texas, where it's hot, hot, hot.

The front tires were, lets say, baked. They were cracked, and dry, and it was worrisome. (Funny story side note: Carmax was not going to replace them, because they would have passed a state inspection, but when the sales person told them how I drove, they decided that my description of "dangerous" was probably accurate, and \$500 worth of new tires was maybe a sound investment.)

There was a strangely painted over tear in the driver's seat. You know that stuff they sold on TV in the '80s to repair leather? Yeah, there was that stuff, on my driver's side seat — a lot of it. Who does that to a Porsche?

I pointed out these and other little weird flaws. "We'll fix 'em!" they declared.

"You can have my money when that's done," I replied.

Home to do more homework. My Porsche tech was happy to hear that I would indeed be jumping back on the old Porsche horse. "It's still under Porsche's warranty," I chirped at him standing on the front straight at NHMS.

"Get an over-rev" he responded flatly.

An over-rev? Dammit! Now I need to figure out what that is!

It turns out that there's a little telltale meter inside of a Porsche that will tell you if someone has buried your engine into the redline. It will tell the absolute truth, you cannot over-ride it, you cannot bypass it, and you cannot erase it. It records on a scale from one to six, with one being maybe brushing the redline as you shift

But I was worried. Would someone who would paint "as-seen-on-TV" junk on a leather seat know how to drive a Porsche the right way? Did they buy it to abuse, and throw around the gritty streets of El Paso? We're they known outlaws who just bought it to torture it, to hear it squeal? I hoped not, but that seat thing really bothered me.

Three days later, I got my car. I signed the paperwork, traded jokes with the manager, and drove straight to my tech.

A word about pre-purchase inspections. Have them. No matter what. Pay the price, get someone you trust, get it on the lift, and have a look. Three to five hundred dollars now, can save you uncounted headaches in the future. Secondly, mine was post-purchase. That's how Carmax works. You have five days to return the car, with no questions. But you can't take it away before you sign on the dotted line.

Back at my tech's, we put the car on the lift, and Matthew got out the flashlight.

He carefully ran his hand over the paint, checked all over for indicative little traces of the car being repainted. Magnets for Bondo, fingertips for repair spots.

He got under it, pulled pugs, took oil for sampling, and checked and checked and checked. Tugged on hoses, looked at the lug nuts, and felt up the suspension in a

very thorough way.

He smiled over at my anxious presence sitting on a set of stacked tires, nervous as a cat. "It looks great," he said "it's a really nice car."

"Let's see the computer." I retorted, still uneasy.

We jumped in, and plugged in.

It took the computer a few minutes to sort out what car it was talking to.

"Nervous?" asked Matt.

"Ya think?" I replied, grinning.

The OBD came online, and Matt went through the car. It was all checking out very clean. No unexpected errors, no big deals.

"The over-rev!" I demanded.

Matt hit the key, and it flashed up. Numbers appeared. Numbers I understood because I'd obsessed over this test. One: -78; 2: zero; 3: zero; 4: zero; 5: zero; 6: zero.

Wow! The thing had only thought about brushing up against the redline about 22 times in it's life. Nothing else. Nothing.

Matt grinned at me, "I love my new car," I beamed at him.

Happy. That's what she's made me. Happy. In three weeks we've already had adventures. We're going to the track as soon as we can to really get to know each other and I can't wait! It's been a great ride, and I'm pretty excited about my new little Cayman.

I learned a lot in this process about who to trust, and who not to. I've looked at a lot of cars online, and asked a million questions, but it was all so worth it! I found my new Cayman, so far dubbed P-2, and we're very happy together. I can definitely see us together in five, ten or even fifteen years...



Kick off Summer the right way!



2010 Porsche Boxster S



2013 Cayenne



2010 Boxster S



2005 Boxster



2008

Rare Pre-Owned Diesel!

Only 7,559 miles
stk# 3054-3A

Black / Sand

Right Price Porsche Certified
Now \$47,890
stk# P5211

Guards Red / Black
Immaculate 6 spd!!!

24,865 miles Porsche Certified
Now \$27,890
stk# P5051A-3

Other exceptional cars...

'01 911 Turbo Stunning Black!

'10 Boxster S Gray/Black Porsche Certified

'13 MB S550 Only 4,990 miles

'04 911 C2 Cabriolet, Gray/Black

'10 Panamera 4S, Rare

'13 BMW 740Li X-Drive, Black

'04 Boxster S, Dark Blue/Sand

'11 911 4S Cabriolet, Brand New

Porsche of Norwell

norwell.porschedealer.com
(877) PORSCHE
59 Pond Street | Norwell, MA 02061

"It takes a Village...Village Automotive Group"



PORSCHE

Marketplace For Sale

Quality. Performance.
on the road
or on the track...

Call the experts.

Musante
MOTORSPORTS
Porsche® Specialists



Service • Parts • Tuning
Fabrication • Modification

911/944/986/996/997/GT3
Engine & Transmission
Rebuilding

 **PAGID** Brake Pads

Hoosier (low cost shipping)
RACING TIRE

musantemotorsports.com

1257 John Fitch Blvd, Unit 12
South Windsor, CT 06074

phone: 860.291.9415
fax: 860.291.9416

Black 1987 porsche 911 Carrera sunroof coupe. Stock motor and transmission just redone. Car completely redone inside and out. Never been on track but ready to go, Street legal. So much to list, call for details. Michael DeVito 617-851-7025

FabSpeed Maxflo Mufflers without Tips \$1,000 OBO. Fits all 996 C2/C4/C4S & GT3 vehicles 1998-2005. Removed from my 2000 C2 Cab after 1 year (7500 miles) of use. The sound is amazing! Check out https://www.fabspeed.com/996_GT3.html for more details. Call Brian at 401-824-9148 or email me at brian@arthurteam.com

1996 – 993 Carrera 4S Coupe. Arena Red with black interior. 79,200 miles, with major service at 60,000. Cosmetically and mechanically outstanding. 18" factory wheels and GT3 Tail. \$40,000 or best offer. (401)258-6839 or (401) 725-7000

2007 Cayman 3,800 miles Black Metallic Sand Beige leather interior, Bi-Xenon, + more. Original retail \$56,085 Asking \$32,000. Call: Bob 508 763 5237 Or email Grhamps@aol.com (3/13)

1984 944 Coupe. Zermatt silver/black leather sport seats, 5-speed, Fuchs alloys. Factory sport suspension. Sunroof. Always garaged. All service records. No snow/rain last 23 years. Virtually flawless original paint and interior. Original owner. 106K miles. Excellent condition. \$9,900. Jack Miller. Marblehead. 781-631-0020. jm@marbleheadusa.us (3/13)

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 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 - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be emailed to: aross@porschenet.com.

New Members

NER Board of Directors

President

Chris Mongeon
147 Fire Rd. #12, Lancaster, MA 01523
508-439-2315; c_mongeon1@hotmail.com

Vice President - Administrative

Bill Seymour and Rosemary Driscoll
508-650-0720; admin@PorscheNet.com

Vice President - Activities

Nick Shanny
21 Endicott Street, Newton, MA 02461
617-852-1800; activities@PorscheNet.com

Treasurer

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

Secretary

Hans Peter Schaefer
28 York Road, Wayland, MA 01778
508 358 9196; secretary@PorscheNet.com

Membership

Dani Fleming and Marcus Collins
16 Meriam Street, Lexington, MA 02420
617 997 9145; membership@PorscheNet.com

NOR'EASTER Editor

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

Past President

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

Committee Chairs

Chair - Autocross

Bill Seymour
Admin@PorscheNet.com

Chair - Concours d'Elegance

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

Registration - Autocross

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

Chair - Driver Education

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

Registration - Driver Education

Mark Keefe
508-529-6127; TCReg@PorscheNet.com

DE Tech

Ann Anderson
(617) 593-7545; Ann.Anderson819@gmail.com

Chief Driving Instructor - Driver Education

Jerry Pellegrino
165 W. Central St. Natick, MA 01760
508-651-1316; epe@epe.com

Novice Development - Driver Education

Dick Anderson
978-474-0898; DickAnderson114@gmail.com

Instructor Development - Driver Education

Bob Kelleher

Zone 1 Representative

Jennifer Webb
514-235-0157; jenniferbischoff@hotmail.com

Jacques Baudin
Chestnut Hill MA
2010 911 gt3 black

Drew Stone Briggs
Jamaica plain MA
2005 Carrera gray

Eric Buehrens
Brookline MA
2008 Boxster S blue

Steven Carlino
Lincoln RI
2013 911 gray

Michael Carroll
North Chelmsford MA
2010 Boxster

Joseph Doherty
Charlton MA
2002 911 silver

James Dorian
North Providence RI
2006 Boxster silver

Donald Garcia
Hudson MA
1993 911 RS black

John Hennessy
Newton MA
2006 911 Carrera
brown

Roblee Hoffman
Lexington MA
2006 Cayman black

John Hunt
Concord MA
2005 911s black

Mark Judd
Sanborton NH
2013 Boxster s silver

William Keeney
North Grafton MA
2013 911 blue

Alex Komarov
Natick MA
1995 911 white

Nick Koulopoulos
Duxbury MA
2003 Boxster S black

Elochukwu Ofodile
Natick MA
2002 911 black

Jarrold Polseno
Boston MA
2014 Cayman s black

Raymond Stenson
Edgartown MA
2013 911 Carrera
black

Don Wheeler
Groton MA
2002 996 yellow

Daniel Witt
Charlestown MA
2014 Cayman

Benjamin Chang
Windham NH
999 911 996 red

Neil Speyer
St Faustin lac Carre,
qc j0t 2go Canada
1986 944



Boston Distinctive Properties™
Robb Cohen & Team

Boston's Property Expert



ROBB COHEN,
CRS, ASR,
ABR, CNE

President/Broker/Realtor®
#1 Independent Boston Broker Units Sold

SPECIALIZING IN:

- BACK BAY
- MIDTOWN
- BAY VILLAGE
- NORTH END
- BEACON HILL
- SEAPORT
- BROOKLINE
- SOUTH END
- CHARLESTOWN
- WATERFRONT
- LEATHER DISTRICT
- WEST END

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




BOSTON REALTY ADVISORS
745 Boylston Street - Boston, MA
617.962.0142 - rcohen@bradvisors.com
Search all MLS Listings: www.robbcohen.com



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
26 Bartlett St.
Melrose, MA 02176

Periodicals Postage Paid At
West Boxford, MA 01885
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, eight years after acquiring the business, we continue this tradition here in Lexington.

This fall whether you put your Porsche up for the winter or drive it all year round we are offering a no cost vehicle check over for all Porsche owners. While you're here, you can talk to Justin Becker, our Porsche

trained master tech about general service needs or high performance upgrades...all for free.

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

*Special Thanks to all of the PCA members who showed up at our open house!
We look forward to seeing you here again.*

AUTO ENGINEERING OF LEXINGTON
436 MARRETT RD. LEXINGTON, MA
781.676.7700
WWW.AUTOENGINEERING.COM



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