



# THE NOR'EASTER

FEBRUARY 2014

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



***Spring***, I am happy to report, is just around the corner...

Now for most folks, that is a bit of a cliché; a lovely sentiment at most. Spring for many represents an optimism that seems to bloom like so many crocuses in your garden.

After all, Vivaldi composed of it, Monet painted it, heck, robins sing to it.

Now, contrary to most, I think the key part of the introductory sentence has nearly nothing to do with “spring” at all. I would contend that is the second half of that sentence that is largely responsible for making the majority of us smile. So, based on that, perhaps a re-write is in order....

Spring, I am happy to report, ***is just around the corner...***

Whether you enjoy the off ramp for exit 22 through the tunnel to Copley Square, or the fast left hander at Watkins Glen, the staff at EPE would like to help ensure the most consistent corners are the ones turning “up” at the edges of your smile.



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VanGogh Field with Flowers



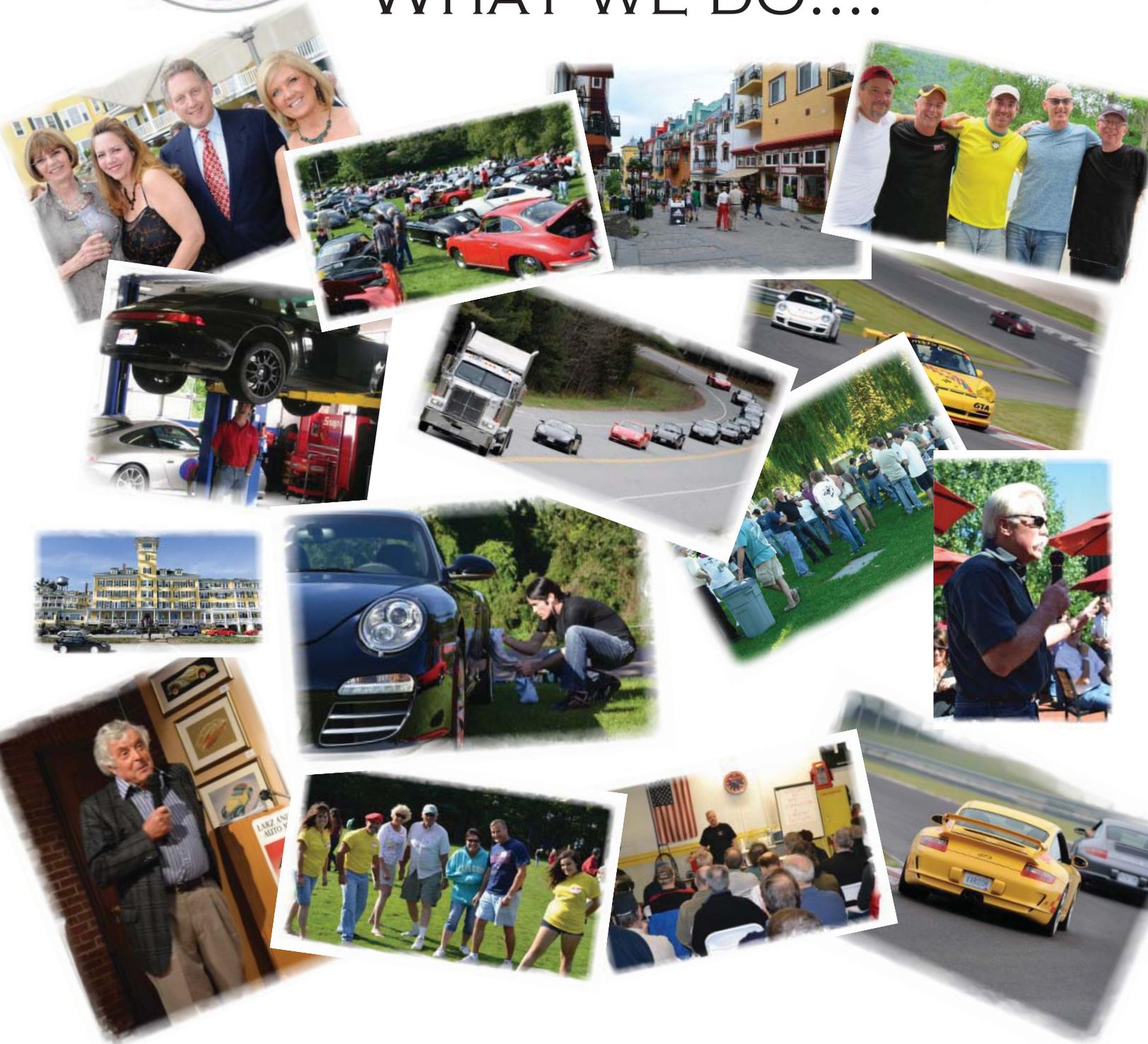
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# WHO WE ARE....

# PORSCHE



# WHAT WE DO....



# INSIDE THE NOR'EASTER

VOL. 42  
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2014 FEBRUARY 2014

## FEATURES

16 Do You Know Why I Pulled You Over?

18 Drivers Education Ground School!

20 THE HACK MECHANIC SPEAKS!

21 **RESUBSCRIBE!!**

22 Understanding your Porsche's Operation Part II

24 AUTOCROSS FAQ

26 DER AUTOCROSS SCHOOL

27 Annual Newcomers Meeting

28 *NEER 2014 Ramble*

30 So You want to put your Porsche on a Track?

34 *Dakar*

41 The Magic of Air @ EPE

30 Every Car Tells a Story

44 PORSCHE TARGA



28



34



44

## DEPARTMENTS

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

## COLUMNS

- 6 On the Edge
- 7 Up to Speed
- 8 Apples and Oranges
- 9 Four Speeds & Drum Brakes
- 10 Minutes Of The Board
- 11 The Checkered Flag
- 12 The Long and Winding Road
- 13 Oil and Water
- 14 Don't Lift

## COVER



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Editor Adrienne Ross

Graphic Designer Adrienne Ross

Copy Editor John Koenig

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# On the Edge

## Olympic Spirit



Adrienne Ross

**M**y whole year revolves around one weekend; the Rolex 24 Hours at Daytona. I start thinking about by Thanksgiving; all the people I'll see, the new friends to be met, and the old friends to be embraced once again. The festival atmosphere engenders a sense of community.

I imagine the Olympics are the same way. Competitors? Sure... But a brother/sisterhood still. Nobody understands a (insert sport participant here) like others in the same sport. Cheerleading, racecar driving, snowboarding, It's why Denise McGluggage writes so well about any sport, because no one understands better than a competitor. The Olympic motto

***The Olympic motto "Citius, Altius, Fortius" (Latin for "Faster, Higher, Stronger" is inherent in everything a competitor does...***

"Citius, Altius, Fortius" (Latin for "Faster, Higher, Stronger" is inherent in everything a competitor does, every moment of who and what they are. It's an understanding, and a promise between them.

What I find most interesting, and I alluded to it a few months back, is the dropping of all those walls we take for granted that have been built for us, between us, by nations, religions, race, colors or creeds. On the field, we're just people with a mutual passion. The Olympics epitomizes that for me.

I love the opening ceremonies, the planning, the pageantry (I like pageantry, what can I say?) but most of all I love the parade of athletes. People from war torn regions, people who have overcome homelessness, crippling injury, unimaginable circumstances have come an amazing distance internally and literally. There are folks who were taken from their parents by age 5 to be trained by the experts, because they showed athletic promise. Their whole life, everything they've won and lost culminates at this moment. It is written on their

faces when they enter that arena as a representative of their country. All of those countries, united for a short time, for one purpose.

They come, and stand together - hundreds of them - under one roof, united as athletes, as the whole world watches and cheers.

It's breathtaking, and I watch, overcome with joy of celebrating that which is the human spirit.

### In This Issue...

**W**e finally get to the coverage of the tech session at EPE. Long overdue... Sorry Jerry!

Dakar - it's the journey of a lifetime, one billion people tune in. Ever heard of it?

We have so, so much going on this Winter. I'm so excited to see so many folks turning out for events, and having a really good time.

On short notice, I scored a chat with Rob Siegel, author of *The Hack Mechanic*. He's going to come chat with the Club on Saturday March 1st. Seriously, don't miss this one! It's going to be epic!

I cannot encourage you enough to come to the one and only Ground School!

Most of the folks who drive on the track started there, and you can too! I'll be there, along with most of the Board. It's friendly, fun, and we shop for track stuff. It doesn't get much better than that.

Got a question you think no one would ask? Pull one of us aside, we've all been there! Ask, ask, ask!

Finally Mike Kerouac wants to know if your car talks to you, and if it knows any good stories.

As always! It's a pleasure to share this Club with you.... Now I'm off to Daytona!!!

# Up To Speed

## Toy Werks

Kristin Larson

I hope everyone had a wonderful holiday season, I know we did. We spent Christmas up in Maine with my brother and his kids and my parents. We got a taste of the "need for speed" by taking the snowmobiles out on the lake. My nephew, Zach, at 15 was getting faster and faster the longer he drove. It would not surprise me to have our family tradition of driving on the track extended into the next generation. The lake wasn't completely frozen over yet so we had to stay close to land, so we are looking to plan another weekend in Maine to drive through the snowmobile highway. I was amazed to see there is a specialized map showing the different numbered

***At last look, the backend is up using 2 jacks with the old muffler and headers off, waiting to be put back together.***

highways. It is much more organized than I thought. Fast forward one week, and we then got to have a festive New Years with some Porsche friends.

The holidays are now over and it's time to get back to work. My January will be busy with closing of the books, W2s and 1099s, but enough about work. We have started planning for an exciting 2014 with lots of DEs, Autocrosses, Ramble, Tech Sessions to be posted to the online calendar. Details will likely be mentioned in others articles in this issue so I won't repeat. Our calendar at home is already getting full with Porsche events from spring to fall.

Wintertime in our household means the Porsche stays nice and cold in the unheated garage. It also means it is time to decide on the winter projects for the next "season". I have seen many boxes from Pelican Parts on the front porch when I get home. Those boxes get opened in the family room so I have seen a new muffler, headers, torsion bars and other miscellaneous parts.

Dave has spent many a cold weekend

mornings installing these new parts in the garage. We have our normal Saturday morning routine. I go to the gym and bring back coffee and bagels for Dave and Steve James, his partner in crime in the garage and I proceed immediately into the warm house. I check up on them every couple of hours to ensure they have not frozen and proceed back into the warm house. Eventually they get through the list of items for the day, discuss the list for the next gathering and go their separate ways. At last look, the backend is up using 2 jacks with the old muffler and headers off, waiting to be put back together.

Usually over dinner that night I get the lowdown on the day's activities and whether additional problems were discovered. Happy to report that rarely do I hear of unexpected problems. However, I do believe Dave questions

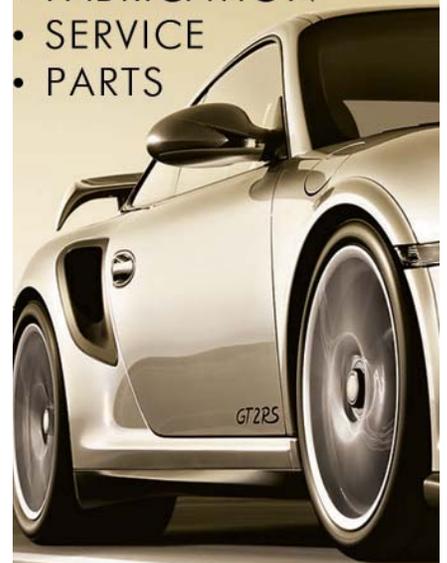
whether I listen when he talks about all this. But then just yesterday, we received new oil lines and I commented that I knew we needed them to get around the new headers as the old lines would be in the way. I think I surprised him a bit. But anyway, we are both looking forward to trying out all the new toys in the spring.

With all our winter projects, Dave is managing to spend the other weekend day with Bill Seymour, Dennis Mascetta and Nick Shanny working on their Mazda Miata Lemons car. I won't even begin to talk about this as you will most likely hear tidbits from both Bill and Nick.

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# Apples and Oranges

## Winter Activities



Nick Shanny

It is the middle of January with snow in the forecast. Outdoor racing seem so far away, except for that wonderful end of January event called The Rolex 24 at Daytona. This is a race I look forward to every year as it is a nice event to break up the otherwise nonexistence of winter racing events. What is one to do if there is no racing to watch or participate in?

Well...this year I have two activities that have been keeping me busy outside of work: 1) helping build a 24 Hours of Lemons race car with my friends, and 2) training for the 2014 running of the Boston Marathon. Both of these are taking up most of my free time. More about the marathon in another article.

Three of my good friends, Dennis, Dave, and Bill decided to build a Lemons car based on a 1993 Mazda Miata. They in-

these activities on my own. Well...maybe with some help....

***Work ranges from ripping stuff out of the car (something that I am capable of) to installing a race cage...***

vited me along for the ride as we prepped the car for a May, 2014 event in New Jersey. Lucky for me, Dennis and Dave know a thing or two about cars, and as such, help lead us through the many different tasks necessary to prep the car. Work ranges from ripping stuff out of the car (something that I am capable of) to installing a race cage, fire safety equipment, new wheels, etc are all part of a weekly trek down to Dennis's garage.

The interesting thing about this project is the amount of learning I am undertaking. Growing up, I never worked much on cars, and frankly, never had the mechanical confidence to approach starting. With individuals I have met through NER and NCR, I am now finding out that not only can I actually perform some of the work, but it is a lot of fun. Who knows, maybe at some point I will start undertaking some of



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# Four Speeds & Drum Brakes

*Sunny Arizona - Land of Rising Prices*



Tom Tate

If this is January I must be on my way to the Auctions in Scottsdale, a welcome break from New England weather and a chance to see if the Porsche prices continue their rise. There are five events that draw me to the land of sunshine every year. The big Daddy of them all is Barrett Jackson, this year in a new larger permanent structure with even more tents. They bring out all the muscle cars and hot rods but very few Porsches. Still it's on the list because it is a circus not to be missed. With over a thousand vehicles crossing the block, 110 Corvettes alone, you can find anything ever made in the US. The R M Auction caught my eye with a '57 Carrera Speedster, a '61 RSK and a fistful of early

***With over a thousand vehicles crossing the block, 110 Corvettes alone, you can find anything ever made in the US.***

911's. Gooding & Company also had a few of our Tubs along with a good selection of 'long nose 911's'. Bonhams also had a one day event that included a Speedster, a Cab, a sunroof coupe and a '65 911 barn find that I wanted to see. Russo and Steele also had some of examples of our marque but they were certainly not show cars and I'm being nice here. I don't want to lose my invitation for next years event.

Thanks in part to this column and the secret handshake (a tip from Barbara Skirmants), son, Rob and I had Media passes to all the auctions. An email from Barrett/Jackson after their Monday welcoming party told us that attendance was up 25% and they expected a record breaking week. A panel discussion on Thursday morning at Gooding & Co, lead by Keith Martin, featuring four of the top collector car experts verified that Porsches are leading the rocket ride of appreciation. The

356's and early 911's (long nose cars) have seen increases of over 30% per year the last few years and it's beginning to look like that rate is continuing into 2014. Clearly, well done cars and fresh (?) barn finds are bringing big numbers and cars tarted up and dragged to the block are avoided.

Bonhams one day event went off with a tent full of eager buyers. A silver '57 Speedster (84142) w/ black interior had some faults but still brought \$278k including the buyers fee. It had no trim under the doors, repro front turn signal housings and side spears, was missing the bumper over ride bars and larger guards and no mention of a matching engine or COA to check. The side curtain sockets on the garnish rails were AWOL and the carpeting had a strange tint on the material used for the edging. Big money for this example I thought.

A T5 sunroof coupe in ivory (113267) didn't meet it's \$100k reserve and there were lots of good reasons. Someone had put a fuzzy VW gasket on all four sides of the sunroof opening, left out the parking lights inside the headlight fixtures and had the seats recovered by a very artistic person that had never seen a 356 before. The inside sunroof panel was covered with the correct material

but it was about 2" short that left an open space the width of the car that exposed the padding glued to the underside of the roof.

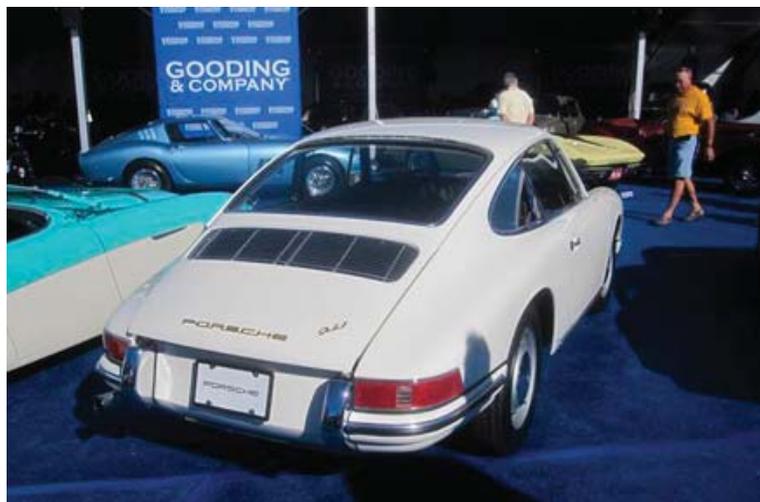
There was a C cab that missed it's \$120k-\$150k target by a wide margin. It was listed as a '63, that's a problem, the dash pad ended 2" early at each end and there was a palm sized piece of thick paint that was about to separate itself from the right rear of the car. There was a space between the window frame and the garnish rail on the drivers door wide enough to put your finger into and you could see daylight between the windshield post and the window frame. It would've made a Speedster seem dry in a rainstorm. The screen under the vent in front of the windshield was painted red which tells me that the painter didn't know about the two 10mm bolts that can be easily removed to release the screen so that it doesn't get sprayed. The engine had an oil cap from a 911 and a plastic gas filter that was zip tied to a plug wire. As Harry Pellow would've said, the mark of a turkey.

The big surprise was a fresh barn find of a '65 911 that two guys under the tent got into a contest over that wound up at \$116k. It was matching numbers but

needed everything including rust repair.

A real nice white '67 911 brought about the same amount and needed only a new owner. This shows the power of a real early 911's, at least to a couple of guys with money in their pocket.

A '77 911 also got the crowds attention and was chased up to \$88k.



*continued on page 46*

# Minutes of the Board



Steve Ross

## January Meeting

Sunday January 19th the Northeast Region's board of directors met on the traditional weekend day to allow time to discuss activities for the coming year.

The meeting was held at the home of Nick and Kay Shanny, the latter of whom prepared a find brunch for the present board members and guests which included, Kristin, Steve, Nick, Dani & Marcus, Adrienne, Mike Orsini, Bill, and Stan. The meeting began at 12:04pm.

Dani reported on membership indicating that we now have 1516 primary members and 1014 affiliates for a total of 2530. Transfers in were 3. Transfers out were 8, and new members numbered 12. She then indicated that Marcus and she would like to host a summer new member social event at their home and a date of August 17th was decided on. Invitations will be sent earlier in the summer.

Mike Orsini, our new treasurer presented his report indicating that invoices for Noreaster ads and Autocross sponsorship were sent out last week. Also, all tracks that require a deposit have been paid. Financials were sent prior to the board via email and there were no comments made on them. Bill then motioned that we accept the report, Adrienne seconded, and all voting members approved it.

The NOR'EASTER was covered by Adrienne who indicated that she has contracted Rob Siegel, a longtime BMWCCA member, the author a great book called "The Hack Mechanic", and columnist for the BMW Roundel (their national magazine) to speak to us on March 1st at the VFW in Natick. Promotion will be sent early next month. She also brought up the idea of doing Garage Tour of NER members' garages and she will put together a collection of willing owners, then work to have a short tour down interesting roads connecting each of them. Date will be determined. Finally she brought up the Street Survival idea and after spirited discussion it was decided that locating a site and the cost may

be insurmountable obstacles to holding it this year. We will revisit early next year.

Bill discussed his new procedures for selecting locations & financial responsibilities of the host. He also brought up Richard Viard's offer to create a photographic calendar and it was decided, after a discussion, that we would try to integrate pictures from the 2014 Photo contest (which Marcus has agreed to undertake again) into a calendar.

Under the Activities area Nick reported the Ramble now has over 90 (actually it was 70) cars entered and may fill up in record time. Stan reviewed his pricing strategy for all the tracks and also his updates of the reimbursement policy for track committee members. Adrienne then motioned that they both be voted on, Bill seconded and again there were no dissenters and the motion passed. Under autocross, Bill indicated that our 2014 dates are now solid and they all have sponsors and he will work on making sure pictures and stories of all events will be written.

Steve, covering concours, said that next week we should know where the concours will be held and that it most likely will be a Zone event whether it is in Newport (the Elms Mansion or Brookline (Larz Anderson Park), he also mentioned that a meeting of the concours committee is scheduled for February 16th to discuss how the new scoring system is working and other updates and issues for the coming year.

Nick suggested that we plot out the date and location of the remaining board meetings in advance and he volunteered to head this effort which will make it easier for board members and

guests to plan their year.

That said the next meeting will be hosted at the Cohen residence.

The meeting was completed at 2:36pm after a motion, second and a unanimous vote.

### Happy PCA Anniversary!

#### Thirty Years

Hans T. Clarke  
Marsha M. Cohen  
Philip W. Thiessen

#### Twenty-five Years

Wensel Hobson  
Justin Maurisso  
Rich L. Westlake

#### Twenty Years

Denise Gollaher

#### Fifteen Years

Claus Geisslinger  
Bradford Bradford Malt  
Paul C. Mears  
Robert Metafora  
Scott Simpson  
Kristin Stadelmann

#### Ten Years

Ovidio Doncanto  
Gail Fenske  
Jeffrey A. Hardy  
Louise Kane  
Thomas Kane  
Philip Katsar  
Tim Kirk  
Rob Montgomery  
Michael L. Munson  
Janice Reece  
Zachary Ruff  
Charlene Russell  
Kenneth P. Urban

#### Five Years

Michael A. Campion  
John D. Clapperton  
Nancy Clapperton  
Sandra Florindi  
Jonathan Goldman  
Mary Ham  
Heather Holloway  
David C. Kloss  
Gregory Livanos  
Carmelo C. Locurto  
Albert A. Luderer  
Randall D. Preston

# The Checkered Flag

## Full Family Throttle

Marcus Collins and Dani Fleming



The BBC shipping forecast issued the following gale warning - sea areas Viking, North and South Utsire wind southeasterly 7 to severe gale 9, occasionally storm 10. Wait this is Massachusetts! The US weather service has issued the following winter weather advisory for northern Massachusetts and New Hampshire - significant snow accumulation expected...

Not the kind of weather to go racing you might think, but it didn't stop 36 in-

### It was a family affair for the NER membership team with Dani, (and) Sam (... who was a speed demon in the Cayman)

trepid NER and NCR members trying. Bill Seymour organized the event that promised to blow the after Christmas cobwebs away and so we all met at F1 Boston's go kart track on a snowy Saturday morning in January. The NASCAR and Indy cars on show in the foyer it got all of us in the mood for some four-wheeled fun. It was a family affair for the NER membership team with Dani, Sam (yes the same Sam who was a speed demon in the Cayman at Autocross last year) and me.

Karting is handicapped to make a level playing field (the lighter you are the more speed you can get out of the 6hp engines - who knew lawn mowers could go this fast). So, after the usual paperwork to sign your life and liability away it was off to be weighed. Based on this you had to carry extra weight in the kart although given how fast Sam went I'm not sure this is very accurate!

The karts looked just like the bumper cars I knew as a child except we were under strict instructions that rough and tumble was off the agenda. Even though they were only powered by a lawn-mower engine they still managed to propel us along at 40 mph. The big surprise

(and the biggest handicap) for us new-Porsche drivers was there's no power steering! The seats were not made of the usual German leather either, more kind of post-modern black plastic - I think we all came away with bruises on our back. For next time the seats are adjustable, there's a handle on the steering column. No gears though so I managed the transition from the 2-pedal PDK to the brake and throttle without too much angst.



The format of the event was nine qualifying races each with 12 karts on the circuit and so everybody got 3 attempts to set their fastest lap times. Each race was about 12 laps with lap-times in the low 20 seconds. This was followed by 2 races (first past the post being the winner). The drivers with the 13-24 fastest times competed in the runners-up race. This was followed by the drivers with the 12 fastest times racing for the honor of being called the NER Big Kahuna. We used the indoor track which is an oval on two levels with 8 corners. All the corners could be taken at full throttle except for the hairpin. This one needed at least some brakes and was where most of the action occurred. Brake too little and the back-end came around, brake too hard and the guy behind hits you, too timid and it was a prime spot to be overtaken.

The qualifying races went by so quickly and we all waited eagerly to see who made the cut. Team Membership was

represented by Sam who had the eighth fastest qualifying lap-time. Dani and I missed the cut with Dani in 27 and myself in 32 (I definitely need more practice and an instructor to master that damn hairpin bend).

Here are the results for the fastest lap-times (including the final and runners-up races):

1	00:21.064	Matt Wallis
2	00:21.124	Steven Hebner
3	00:21.125	Dave Berman
4	00:21.244	Jeff Johnson
5	00:21.282	Gary Hebner
6	00:21.285	Sterling Vernon
7	00:21.314	Arthur Bryant
8	00:21.36	Kristin Larson
9	00:21.398	Erik Hjortshoj
10	00:21.423	Nick Shanny
11	00:21.455	Sam Curley
12	00:21.466	Chris Ryan
13	00:21.52	Vincent Troisi
14	00:21.521	Bill Seymour
15	00:21.527	Igor Shikh
16	00:21.58J	im Graham
17	00:21.805	Aaron Walker
18	00:21.807	Peter Grittner
19	00:21.816	Scott Mascette
20	00:21.878	Alberto Savoretti
21	00:21.979	Dennis Mascetta
22	00:21.987	Robert Canter
23	00:22.019	Ted Shaw
24	00:22.028	Fred Bamber
25	00:22.086	Chuck S
26	00:22.111	Nick Tsantes
27	00:22.122	Dani Fleming
28	00:22.203	Bill Vanderlock
29	00:22.325	Bill Finnegan
30	00:22.385	Mike Valliere
31	00:22.56	Adrienne Ross
32	00:22.767	Marcus Collins
33	00:22.924	John Fontaine
34	00:24.196	Chris S
35	00:28.118	Donna Vander-
clock		
36	00:31.603	Lisa Bryant

The finishing order of the runners-up race

continued on page 44

# The Long and Winding Road

## Interesting Reads



Bill Seymour

Probably the two biggest buzzes in today's automotive world are energy/pollution and autonomous (driverless) cars. (Not for us anti-social PCA'ers, of course, we're all about ripping up asphalt – but we need to keep in touch with the rest of the world.) I've recently had a couple of good reads on each of those subjects that were not only informative but also led to some interesting insights.

Fuel economy was the basis of *Ingenious: A True Story of Invention, Automotive Daring, and the Race to Revive America* by Jason Fagone. The topic was better than the book so it's not a top recommenda-

***The analogy – I'm not sure how tight, ...is whether people learn better by being taught/reading or by going out, & doing it...***

tion. It's the story of the 2007 Automotive X Prize – in which a total of \$10m. in prize money was offered to teams who could produce a commercially viable car capable of achieving 100 MPGe (miles per gallon equivalents). The X Prize Foundation was inspired by the Ortiog Prize that was awarded to Charles Lindbergh for the first New York to Paris non-stop airplane crossing. Fagone's book followed 4 teams through the competition and worked hard to make the point that American individual ingenuity – with a focus on basic engineering rather than super high-tech – was the country's best hope for economic resurgence.

To be sure, the use of prize money to motivate invention has a history of success (I love the Gossamer Condor story) and appeals to us free market economists – and the "basic engineering" theme resonates with any of us 356 owners who refuse to even attempt an oil change on a new car. But the book, in being dismissive of the larger car companies and government action, misses most of the subtlety of the

U.S. automotive fuel economy debate. No sensible person is in favor of ethanol but the controversial CAFÉ requirements demonstrate that there is some case for government intervention, even if not all agree. (Example – as an economics undergrad I was taught to think the minimum wage was counter-productive. I'm less sure of that now.) With gas at under \$4 a gallon and no political will to tax it to the point that people will switch to more fuel efficient vehicles, what will move society to use less fossil fuel (a goal not many argue with)? I'm just back from a trip to Arizona where my rental Camry averaged 30.5 mpg while traveling over 80 mph most of the time. My gas bill seemed like a bargain compared to a \$200 hotel room in Phoenix or a \$12 martini in a non-fancy restaurant in Flagstaff. And my daughter's Ford Focus has averaged 36.4 mpg since it was new! Is this the result of free-market response or was it mandated by CAFÉ? Some of both I suspect.

The other read – and a much better piece of writing – was a November 25th New Yorker article on Google's self-driving car. The New Yorker is my second favorite publication, right after the Nor'Easter! This is a fascinating and multi-faceted issue with potentially far-reaching consequences. One basic issue is that drivers suck (the four D's: Distraction, Drowsiness, Drunkenness and Driver error) and removing them from the equation, if well done, could reduce the yearly 1,240,000 deaths and 50 million additional injuries in worldwide vehicle accidents. Perhaps the most sweeping consequence of autonomous cars is based on the fact that (quoting myself from a previous column...) cars spend 90% of their time parked. So imagine a ZipCar like system where you don't own a car but just call up (text up?) a car when you need it. It drives itself to your house, you go where you need to go, and then it drives itself off to the next renter. We only have to manufac-

ture one-tenth of the cars, we need fewer garages, central cities don't need as many parking spaces, we get rid of some public transportation systems, etc.

All exciting! And one of the more fascinating details of the development of driverless cars (at least to a person with a computer interest) is how to balance machine learning (using artificial neural networks) and rote learning (millions of lines of computer code written by programmers). The analogy – I'm not sure how tight, but I'm big on computer/brain analogies – is whether people learn better by being taught/reading or by going out, doing it, and then learning by trial and error. The right balance of the two approaches requires, of course, an appreciation of the consequences of making a mistake. I extend the analogy to how one should approach Driver Ed events: do you get better faster by classroom sessions and studying data/videos or by getting the damn thing sideways at 100 mph? The answer is a proper balance, of course. Here's an interesting thought: would you attend an F1 race if the cars were driverless (not remote control, no human control, just computers in the cars – like the computer chess contests)?

OK, my mind is wandering. Next month (unless Nick gets there first) I'll have a report on progress of our Lemons car.

# Oil and Water

## Beach Bummin



Mike Kerouac

One of the oddities of writing a column is timing. At some points in the year there just seems to be a lot to write about and at other times of the year, even though there are multiple topics to tackle, life just gets in the way and there is no free time to write. So here I find myself in mid-January and I'm busily typing away. I've already drafted several columns for use during 2014, and I'm going to continue taking advantage of the free time winter affords and draft columns as the mood strikes. In this case, my wife Ann and I just returned from a relaxing week in

***I planned to spend the week on the beach reading a "to be determined book..."***

St Lucia. After only 4 hours sleep due to a 1:00am arrival at Logan, I decided to write about a very enlightening part of my vacation. To get to my topic, I need to tell you how it all started as a pre-vacation gift.

The day before leaving for St Lucia, I met Adrienne for lunch. We were late exchanging Christmas gifts and I didn't want the embarrassment of February coming around with a Santa emblazoned gift bag still sitting on my dresser. (By the way, as a man, I think the Gift Bag is the greatest invention of all time). There were two interesting things about our lunch date. First of all, both gifts were car related, probably not a surprise to many of you. Secondly, both gifts were books, which may be a surprise to most of you. Yes, real books, with paper pages that turn and covers that can crease and show the wear and tear of a good read.

I like technology, and I do have an iPad, but when it comes to reading I still prefer the printed word. I read the paper version of the Boston Globe, all my car magazines are paper subscriptions, with the exception of Total 911 (just too expensive to get it here from the UK) and I still read paper

books. As an example, an Amazon box was waiting when I got home from vacation, inside was a copy of Rush to Glory, Formula One Racing's Greatest Rivalry, no Kindle versions for me. So receiving a neatly wrapped gift, which was obviously a book, the day before my vacation was a great bonus. I planned to spend the week on the beach reading a "to be determined book" and now the decision of which book, had been solved.

As I opened my gift, I saw the title, *Memoirs of a Hack Mechanic: How Fixing Broken BMWs Helped Make Me Whole*, by Rob Siegel. I vaguely remember the Hack Mechanic columns from my days reading Roundel during my brief BMW period. I was a little puzzled. So why would a self proclaimed Porsche Enthusiast get a book about BMW's from the editor of a Porsche magazine?

The suspense must be killing you. I can feel it building as you eagerly read on. But, I'm not going to give you a full book review. No spoilers here. No indications of what happens to the book's main character and no reveal of the book's most interesting passages. I'll only give you a bit of hint by sharing some of my reactions and by highlighting a few themes in the book.

Just after breakfast, we settled down in our beach chairs under a thatched umbrella and I finally cracked open, *Memoirs of a Hack Mechanic*. My wife heard

a low chuckle as I read the first few pages. Then a few unmuffled laughs escaped as I passed page 20. By page 28, I was texting Adrienne and thanking her for the book. I typed, "I get this guy and I'm pretty sure he gets me too". Anyone who ever had a car burned into their memory as it drove by them as a kid; anyone who's first love was the beater sports car they bought to get them through college; or anyone that ever busted a knuckle or two trying to remove a rusted manifold stud on a classic car will love this book.

I continued to chuckle, laugh out loud, and read passages to my wife, as if Rob was now validating my existence as a car guy. All my guilt from the multiple car purchas-

*continued on page 45*

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# Don't Lift

## 2014 Schedule Finalized



Stan Corbett

Even though Ground School 2014, our annual classroom-based introduction to the Driver Education (DE) program, will still be a week or two away when you read this it isn't too soon to start thinking about the upcoming DE season. For a wealth of information on the upcoming DE season see the "What is Driver's Education?" article elsewhere in this issue. One thing that bears repeating, because the message doesn't seem to get to everybody – the March 10-11th Novice Day and DE Days event is for BOTH Novices AND solo drivers in the Blue, White and Black run groups. Solo drivers will enjoy an early season, full 2-day DE event.

The DE rebate program, which was initiated in 2012 is back again for 2014.

Drivers that attend 3 NER DE events get a 5% rebate. Rebate amounts will vary depending on driver status (Student/Solo/

### **The 2014 DE schedule has finally been completed with dates confirmed ...**

Instructor) and which three events they attend (largest rebate would be due a Student attending LCMT, WGI and TSMP).

Drivers that attend 4 NER DE events get a 7.5% rebate. Again, rebate amounts will vary depending on driver status and which four events they attend.

Drivers that attend all 5 of NER's DE events get a 10% rebate. In this case rebate amounts will vary depending on driver status and will average, according to my calculations, the equivalent of getting a free DE day.

The rebate program does not require drivers to save receipts or submit a form and will be paid out after our final DE event in September. This rebate will be available to all drivers who attend three or more of NER's DE events. Since you'll want your rebate check sent to your actual address

please go into ClubRegistration.net, sign in, and make sure your profile is current. Make a resolution to have even more fun this year, attend three or more NER DE events, and join the 55 drivers that qualified for rebates in 2013!

As mentioned last month, work on the 2014 DE schedule has finally been completed with dates confirmed and contracts beginning to come in from the various tracks. Info on the DE events for 2014 has been posted to our website. The website includes, in addition to the track information, hotel deals, fuel and tire availability, and anything else I think might be of interest to us as Track Rats. Registration for the NER Driver Education Ground School (see separate article elsewhere in this issue) is open but, if you haven't signed up yet you have missed the early registration deadline and associated savings.

Registration for our track events will open on March 1st. so – register early and Don't Lift!

Random musings – New Year's Resolutions. I seldom make one and even less often successfully keep one. This year's is to turn in my Nor'easter column and articles early or at least on time. Thanks to a reminder from our editor (I TOTALLY forgot until I received her email today), I can claim success for January. My "What is Driver's Education?" copy went out earlier this evening and this is getting finished and emailed before midnight on the 15th! Maybe having someone give you a poke with a sharp stick is one way to keep a resolution...

Sincerely, Stan

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# Do You Know Why I Pulled You Over?

February 9th, 1:00PM

## 2013 Calendar At-A-Glance

### February

- 9 - Do You Know Why I Pulled You Over?
- 13 - Board Meeting
- 23 - NER's 2014 Ground School

### March

- 1 - Rob Siegel Speaks
- 13 - Board Meeting
- 22 - Understanding Your Porsche's Operation, Part II

### April

- 6 - NER AX School
- 12-13 - NCR DE @ NHMS; NCR event
- 10 - Board Meeting
- 25-27 Ramble
- 27 - NCR AX Event#1
- 27 - NER Newcomers

### May

- 10-11 - NER DE @ NHMS
- 8 - Board Meeting
- 25 - NER AX Event #1
- 31 - NCR AX Event#2

### June

- 6-7-8 - Zone 1 48-Hours at The Glen
- 12 - Board Meeting
- 23-24 - NCR DE @ LRP
- 28 - NCR AX Event#3
- 29 - NER AX Event #2

### July

- 7-8-9 - NER DE @ LCMT
- 17 - Board Meeting
- 26 - NCR AX Event#4

### August

- 2-3 NCR DE @ TSMP
- 3 - NER AX Event #3 and BBQ
- 14 - Board Meeting
- 12-13 - NER DE @ NHMS
- 23-24 - Zone 1 AX Event
- 22-23-24 - NER DE @ WGI

### September

- 7 - NCR AX Event#5
- 9-10 - NCR @ NHMS
- 11 - Board Meeting
- 20 - NER AX Event #4
- 26-27-28 - NER @ TSMP

### October

- 4 - NER AX Event #5
- 9-10 - NER DE @ NHMS
- 9 - Board Meeting

### November

- 13 - Board Meeting

### December

- TBD NER Gala
- 11 - Board Meeting

It's only to tell you that Sgt. Jankowski of the Massachusetts State Police will share with us what it is like to be a traffic officer in the Commonwealth on Sunday Feb. 9th from 1-3pm. He's not going to tell you how to beat the rap, but the information will help you be a safer driver and a better citizen. He will bring radar and laser speed detectors for a demonstration, tell us what circumstances will guarantee that you do get stopped and he will share anecdotes of his work life. This may be the one time you actually want to meet a State Police Officer so don't miss it.

The event will be held at VFW Post #1274 in Natick (113 W. Central St. - Rt. 135). A light lunch will be served and the VFW bar will be open (we recommend extreme moderation or a designated driver!).

Given the time of year, there is always the possibility of a postponement - so you really need to sign up at <http://volunteersignup.org/HDWD8> so that we can alert you of any changes. And no, that is not Sgt. J's ride.

Questions: Bill Seymour at [admin@porschenet.com](mailto:admin@porschenet.com)



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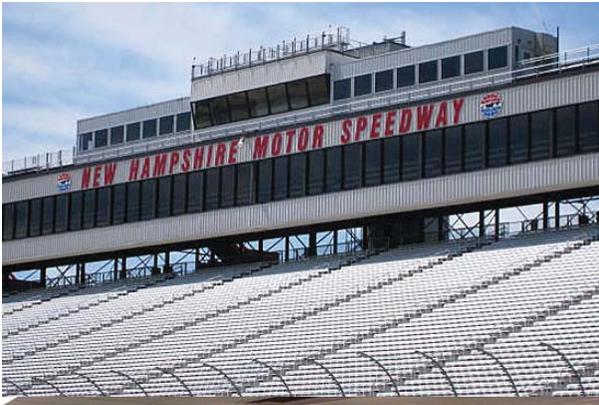
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## Driver's Education

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

If you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and learning to take full advantage of its capabilities, we invite you to get a head start on our 2014 track season by attending NER's Driver Education Ground School on Sunday, February 23rd. This is NER's annual classroom-based introduction to our Driver Education program and again is being graciously hosted by Joe Marko of HMS Motorsport at HMS's facility in Danvers MA. Additional information about HMS and directions to their facility can be found at [www.hmsmotorsport.com](http://www.hmsmotorsport.com).

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

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



# Ground School

**Sunday February 23rd 10:00AM**

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

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

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

Who should attend?

Anyone interested in improving their driving and learning about our 2014 Driver Education program.

While everyone is welcome to attend NER's 2014 Ground School, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be at least 18 years old.

Registration will be available through [www.porschenet.com](http://www.porschenet.com). Go to Ground School event page, and click on the registration link.

NER's 2014 Driver Education Ground School at HMS Motorsport Sunday, Feb 23rd @ 10am

*Register Online at [www.porschenet.com](http://www.porschenet.com)*



# NER PCA Presents: The Hack Mechanic!

March 1st! 5:00PM

Saturday March 1st, join us in a presentation from Massachusetts's own Rob Siegel, columnist for Road and Track, and the BMWCCA's Roundel Magazine.

New York Times:

"Memoirs of a Hack Mechanic reminds me of summertime Saturdays when I was a boy and Dad and his buddies would park their rides — Mercs, Caddys, Chevys — in our broad dirt dooryard and make out with them. It was a wrench-twisting ardor full of grunts, cursing and the sizzle of beer bottles bursting open. Rob Siegel, a writer with permanent grease under his nails, would've totally been into it. And this funny, frisky book tells why."

From Bentley Publishers website:

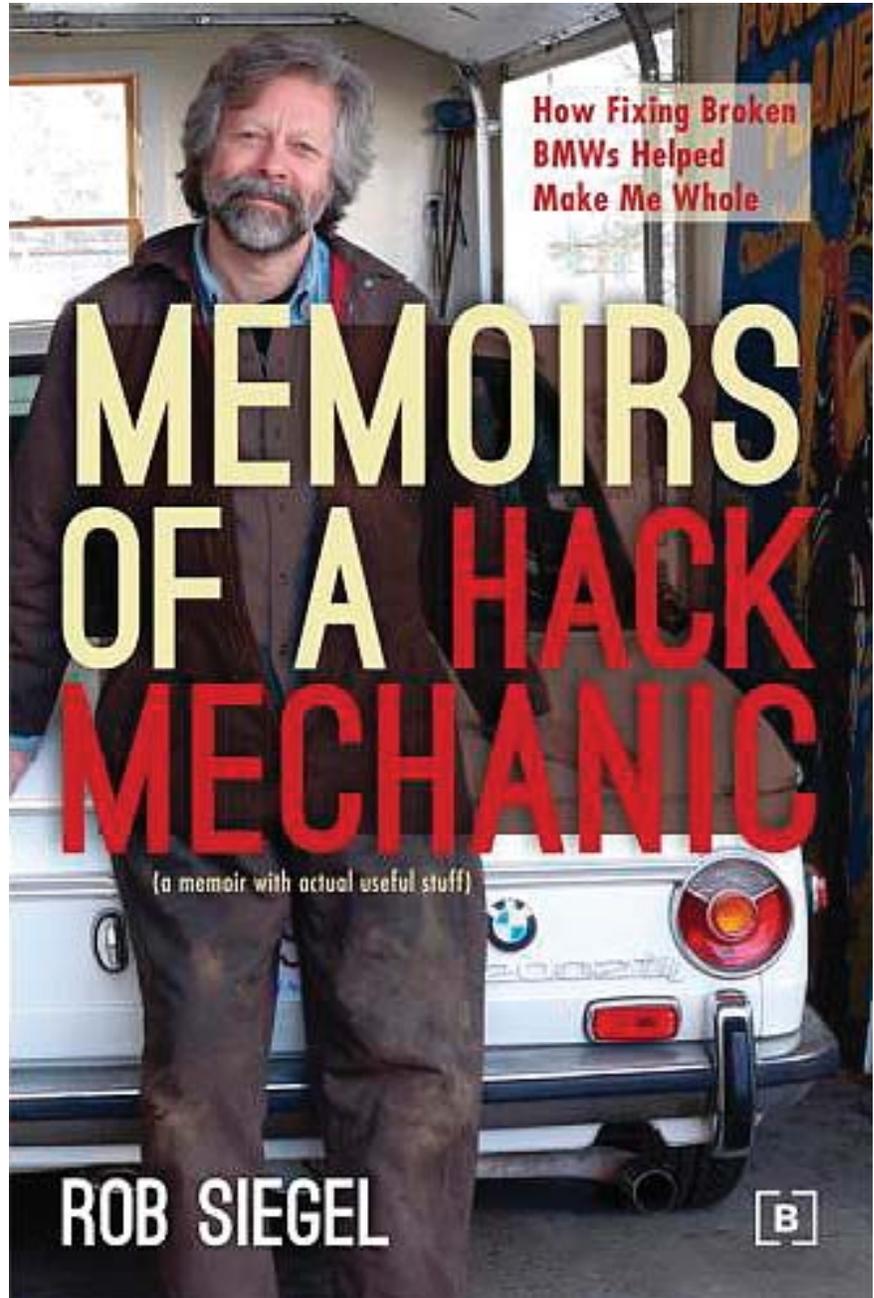
It's my life, viewed through the lens of cars, in a way that other car guys (and the women who love them) will instantly relate to. It's that miserable Triumph GT6+ I owned in college. It's rebuilding the engine of Maire Anne's VW bus in the kitchen of the apartment in Austin. It's the 25 BMW 2002s. It's the 3.0CSi that I've owned for over half my life. It's loving how my 911SC gurgles. It's teaching my kids to drive in the Suburban on the beach late at night. It's a defense of men as intimate, caring creatures, even though we often appear to have the emotional intelligence of algae.

It's an explanation of why, in a world in which we have so little control, I enjoy working on cars, and get such a charge out of identifying, diagnosing, and completely fixing a problem.

There will be books available for purchase, at the event and signing by the author.

Our evening starts at 5:00PM at the Natick VFW Post 1274, 113 W Central St, Natick, MA 01760. Light refreshments will be served. There's no cost for the event.

Register online at: <http://www.porschenet.com/events/the-hack-mechanic/>



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# Understanding Your Porsche's Operation Part II

March 22nd! 10:00AM

Rick Hetherington and Autobahn Performance present the next tech session in the series of "Understanding Your Porsche's Operation." This session is designed to explain, in layman's terms, some of the more complex systems at work in your Porsche. The basic function of any Porsche's electrical, brake, suspension, driveline and safety systems will also be covered, including things you can look out for, and do yourself if you like to tinker.

Rick will also cover some "bang for the buck" autocross and track mods available for your Porsche and take any questions about your Porsche.

The day will have something for everyone, including lots of great door prize giveaways!

As usual there will be coffee, donuts and homemade snacks when you arrive, plenty of pizza for lunch and homemade treats, drinks and coffee for an afternoon snack.

Please plan on arriving a little early so you can mingle and we can still get started on time.

This session should run from 10 till 2:30 with a half hour lunch, and of course the best prizes are given away last!

Rick and crew at Autobahn Performance have years of experience of setting up and servicing Porsches for street use, Driver Education and Club Racing. (Yes, they work on VW's, BMW's, Audi's and Toyotas as well.) They have been active and consistent supporters of Northeast Region including many years of sponsoring Autocross. They know Porsches, they know NER and they always put on a great show.

Please sign up at <http://volunteersignup.org/PB7FM> so that we can plan refreshments (and, very importantly in March, we can notify if there are weather issues!).

Questions: Bill Seymour at [admin@porschenet.com](mailto:admin@porschenet.com)

Autobahn Performance, Inc. is located at

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## I got a letter!! - OK, I got two pictures!

Hi Adrienne,

My son, Ryan (4) requested a 911 with oatmeal raisin race package and carrot badge.

Thought you my appreciate it. See you in the spring.

- Mike Shanler



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**W**hy should I autocross? Auto-cross allows you to drive your Porsche the way you'd like to drive it all the time but know you can't! Foot on the floor, cornering at the limit, getting a little sideways — all in a safe setting. You will learn car control skills and the limits of your car in a fun, competitive setting.

**I haven't done it before, isn't it only for experienced drivers?** Ah, that's the beauty of AX (that means autocross, get it?! AX is a great introduction to spirited car driving. Sure, there will be some very experienced and skilled drivers at our autocrosses. But learn from them, don't be intimidated. We will assign a mentor to first time attendees — someone in a car similar to yours who will be available to answer questions and help you through your first event. We also provide instructors who will ride with you when you request it and coach you to improve. Finally, you can ride with more experienced drivers to learn from them.

**I don't want to get hurt, hurt my car, or wear it out.** There are no guarantees in life but you are more likely to get in an accident driving to the event than at it. We take safety seriously. Please see the Safety page in the Rules section under Autocross on our website. And as to wearing out your car, this is what your Porsche was made to do! If your car is healthy (we do a tech inspection that covers safety items) then you won't do it any more harm than you would driving it on the street. You'll put a little wear on

the tires — get over it! Worried about hitting a cone? Even the worst whack is easily waxed away.

**I only have so many weekends I can do 'car stuff' and I want to do Driver Education; I may not have time for AX!** Hold on cowboy! Talk to the DE regulars — I think they'll recommend that you practice your car control skills at a nice deserted airstrip before you attack a track with guard rails and tire walls.

**Yeah, but you don't get to go as fast at autocross as you do at the track.** No, that's true — but try finding your way through a tight sequence of cones at 60 mph and tell me how fast it feels. Also, at autocross you can safely drive your car right up to the limit. And remember that autocross, unlike DE, is a competitive event where you are trying to go as fast as you can.

**Okay, okay, maybe I should give it a try. Who is eligible?** Anyone 18 or older can come. 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 number on the car and the helmet marking tells whether you are A or B.) When you are at the start line, the Starter will tell you when it is okay to go. You don't need to

go immediately — your time starts when you break the plane of the lights, so compose yourself for a couple of seconds and then, off you go!

**SCREEEEEEEECH, VRRROOOOOM-MMM, RRRRRRRRRRRRRR!!!!!!!!!!!!!!** Right, don't forget to shift. For most courses and most cars you will do the whole run in second gear. Make sure you can find the course (what looks obvious at walking speed is less obvious at 55 mph) before you add too much speed. (If you are constantly off course you will be required to use an instructor.) If you spin, gather up the car as quickly as possible and keep going — remember that a car started 20 seconds behind you. And since occasionally a car doesn't keep going, stop immediately if a red flag is displayed and wait for instructions. Otherwise, drive as fast as you are comfortable and have fun! Oh, and please don't try to be a hero right at the finish line: our timing equipment is expensive. After you cross the finish line, slow to 10 mph and exit the course. You can look over and see your time on the display but don't stop (remember that car behind you). Go back to your staging position and wait for your next run. Your times are also announced and you can listen by tuning in to a specified FM station (just like at the drive-in theater!).

**Boy, that was fun! How many runs do I get?** We try to do at least 10 runs an event: five in the morning and five or more in the afternoon. Sometimes weather or circumstances prevent that, but it's rare.

**Did I win?** Yes, this is a competition. Your finish is based on your single fastest run. So, a good strategy is to go slow until you have learned the course. Then add speed and experiment a bit on your next runs. Try to get at least one good 'clean' run in your morning session — if the weather changes you may not be able to go faster in the afternoon even if you are driving better. In the afternoon work, on squeezing out another second. It is not unusual for the top three cars in a class to be within a second of each other. The fastest cars usually do the course in just under 70 seconds and novices (particularly if you have a slower car) should not be disappointed with an 80 second run. If you are one of the top three in your class you get a trophy — this year they are coffee cups with our logo and that of our sponsor. There are also special trophies for the three fastest novices (a novice is someone who has never won a trophy) using an index system based on the potential performance of your car (so don't worry if you don't have a GT3 — it's a fair fight).

**Wait, what's a "clean" run – this isn't a concours is it?** No, thank god. A clean

run means you didn't hit any cones. There is a two second penalty for each cone you hit. And if you are "off course" (failed to follow the correct path through the cones) you are disqualified and you get no time for that run. With typical winning times of 65 to 75 seconds, it is very rare for someone to win using a run that had a cone penalty.

**OK, so when do I collect my trophy?** After everyone has done all their runs, everyone (yes, sorry, a little more work) helps at picking up the cones, taking down the tent and packing up the trailer. You will also have some time to put your stuff back in your car. While all that is happening the timing folks and AX chair are doing the scoring. Come back to the start area where there will be an awards ceremony. You get your trophy, a round of applause and we take a picture that will appear in THE NOR'EASTER.

**And now I'm done?** Well maybe. It's now probably 4:00 – 5:00 pm and some folks have commitments that make them head home. Otherwise, there is likely to be a pretty large contingent that has worked up enough of a thirst to require a stop at our favorite local watering hole — the

Billiards Café in Ayer (we like to patronize the Ayer business establishments!). And, of course, you'll want to explain to your new friends how you managed to come in third and how you will do even better next time!

**OK, I'm in. Give me the big finish.** Online registration opens one month before each event. The cost for the day is \$40 for members, \$50 for non-members (driving a Porsche). Additionally, members may sign up on-line for all five NER Autocross Series events in advance for \$160 (a \$40 savings). On-line signup is at: [pcaner.motorsportreg.com](http://pcaner.motorsportreg.com).

**Who do I call if I have a question?** For general questions contact AX Chair Bill Seymour ([autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)). For registration information contact Autocross Registrar Dave Berman [autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com)

**How do I get 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.

## 2014 Autocross Dates

### NER

April 6 - Autocross School sponsored by Conway Autoworks  
May 25 - Event #1 sponsored by Herb Chambers of Boston  
June 29 - Event #2 sponsored by German Motors  
August 3 - Event #3 and BBQ sponsored by Mike's Autobody  
September 20 - Event #4 sponsored by Autobahn Performance  
October 4 - Event #5 sponsored by Auto Engineering

### NCR

April 27 - Event #1  
May 31 - Event #2  
June 28 - Event #3  
July 26 - Event #4  
September 7 - Event #5

### Zone 1

August 23 – 24 - Two Day Zone 1 Event

Registration for NER opens one month before each event, & **closes Wednesday at midnight before event.**

Register at...<http://pcaner.motorsportreg.com/>

Registration questions: [Registrar@porschenet.com](mailto:Registrar@porschenet.com) (Dave Berman)

Event questions: [Autocrosschair@porschenet.com](mailto:Autocrosschair@porschenet.com) (Bill Seymour)

Look for information on our website ([porschenet.com](http://porschenet.com)) under Activities then Autocross.

# NER Autocross School

Sunday, April 6th! 7:30AM

Sponsored by



**W**hat is autocross? Like all club activities, Autocrossing is primarily a means to bring people with an interest in Porsches together.

Having said that, autocrossing has two primary benefits that distinguishes it from many other PCA activities...

First, it allows you to learn the limits of your car control abilities in a safe environment. The venue we are lucky enough to utilize allows participants to exceed the physical limits of their car's mechanical grip without posing much risk of damage to cars or participants. In contrast to Autocross, Driver Education with its higher speeds and normal track obstacles (e.g. boundary wire, sand traps, railings), forces participants to be much more conservative in order to avoid exceeding their limits. Autocross devotees claim that you cannot truly learn the limits of your car's abilities until you have exceeded them once or twice.

Secondly, with the exception of PCA Club Racing (which requires well-developed skills and a not inconsiderable budget), Autocrossing is the only competitive driving activity supported by the Northeast region of the club. (Note: contrary to some of the conversations you may overhear, Driver's Education is NOT a competitive club activity). For those of you who appreciate a little competitiveness in their recreational activities, Autocrossing should scratch this itch for you.

Autocross is not the minor leagues where you practice until you can move on to DE (although it certainly is a great idea to learn car control skills in the safer environment of Autocross before doing DE). Autocross is an ideal complement to DE and just one more way to enjoy your Porsche. (Oh, all right, there are those who like to say "If DE were any harder, they'd call it autocross." But we're all trying to tone down the dialogue.)

## What about the downsides?

Autocrossing is one of the most budget friendly activities you can participate in through the club. In order to keep costs down, however, we do not employ professional flaggers on our courses. That means that every participant has to work the course during a day of competition. While working a course allows folks to participate in a different form of learning about car control (i.e. observation), it does mean some time spent standing outside in the weather. (And actually it can be a nice break to stop multi-tasking and just watch some cars racing. The Porsche person's version of "gone fishin").

## Who should attend the Autocross school?

NER traditionally runs an Autocross School as the first event of our 6 event season. The School will be held on Sunday April 6th. It's an all day school: **arrive at no later than 7:30 and you'll be busy until 4 or 5.** The autocross school is designed for autocross novices looking to learn/improve their car control skills and to learn what the sport of autocrossing entails in a non-competitive environment. Our instructors understand the anxiety that novices feel and therefore promote a low stress learning environment. Teenage drivers who are fully licensed (not just a permit) are also most welcome, though if they are under the age of 18, they must provide a signed waiver and have at least one parent present. Please contact the Autocross chair for further information about teenage drivers. This event is not a "test and tune" and experienced autocrossers will be denied admission to save room for novices.

## Registration

Online registration is required for this event. ... [www.pcaner.motorsportsreg.com](http://www.pcaner.motorsportsreg.com). Registration opens March 6th and closes Wednesday April 2nd at midnight. We can only accept a limited number of participants and the event will sell out so register early to avoid disappointment. We have not yet committed to a registration site so watch our website for registration instructions. The cost will be \$45. Pre-registration is required, so please do not show up without having registered. Non-driving guests/observers are welcome.

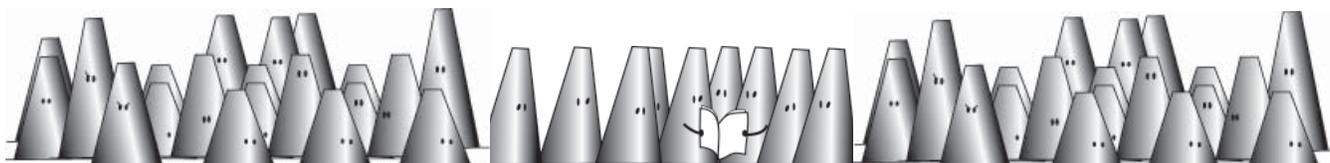
## Directions to Fort Devens

The event will be at Moore Airfield on Route 2A which is separate from the main Army base.

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

Registration questions: Dave Berman [autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com)

General questions: Bill Seymour [autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)



# NER's Annual Newcomers Meeting

Sunday April 27th! 10:00AM

Hosted by Porsche of Danvers



**D**river Education, the Ramble, Autocross, Concours, Tours, Tech Sessions, Social Events, Spontaneous Dinners, the NOR'EASTER. Wow! As a member of the Northeast Region PCA you can pick from a lot of different activities: lots of opportunities to meet your friends, learn about your car and - best of all - drive your car!

If you are new to NER PCA then you owe it to yourself to come to the Newcomers Meeting and learn what we have to offer. There will be displays, videos, presentations and a chance to ask questions of those who run each of our various activities.

And if you aren't a newcomer - are you really sure that you are getting all you can out of the club? Or would you just like a chance to see your friends, hang out and start thinking about the 2014 driving season?

Or maybe you'd like to come for coffee and sandwiches and see if you can win one of the great raffle items?

Or maybe you'd like to drool over some new Porsches or buy some Porsche boutique goodies?

No matter which of these categories you are in, you'll want to come to the Newcomers Meeting held on Sunday April 27st starting with a light lunch at 12:00 pm, followed by presentations starting at 1:00 pm. There will be plenty to see and learn, and refreshments will be provided by our hosts at Porsche of Danvers.

Please RSVP at <http://volunteersignup.org/XKT3L>. Questions? Email Bill Seymour at [admin@porschenet.com](mailto:admin@porschenet.com)

Directions: Porsche of Danvers is located on Route 114 in Danvers: 97C Andover Street, Danvers, MA 01923  
See you there!





**W**hat is NER's Annual Spring Ramble, aside from the obvious: 130+ Porsches (some Ramblers do drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel? You'll arrive Friday (or earlier at our low rate) on your own, and begin your social and partying activities at a wine & cheese/crudités reception, 5:30-6:30 PM (dinner is on your own). Then we'll all convene at 7:00 AM on Saturday in the Main Dining Room for registration, a Continental Breakfast, drivers' meeting and be on the road by 8:45 AM heading to our lunch stop via scenic back roads: The Northeast Classic Car Museum. Following that respite we'll follow an equally fun, back roads return to the Otesaga, or if you prefer to get back sooner to begin your partying, massage, hike or whatever simply take the direct route that we'll supply.

A hearty welcome to first timers. Your registration packet (Sat. morning) will include a detailed route to and from our lunch stop (fantastic car collection to view at the museum) that Joyce and I have travelled many times revising and correcting. Unlike most other group tours, we drive on our own (not in lock-step with a leader) though usually in pods. Stop at an antique shop or photo op when you want and pick up the next pod coming down the road. Don't like the pod you're in, pull off and join the next pod.

At 6:00 PM we'll convene for cocktails and hors d'ouvres followed by a plated dinner (menus at the tables) and more socializing on your own after dinner. Sunday morning is a full, hot, buffet breakfast after which you're on your own again to head home or stay longer and enjoy the resort.



When I began working on this 2014 Ramble 18 months ago the Red Sox were enduring the Bobby Valentine debacle and no one in his right mind guessed there was any chance of the 2013 outcome most of us enjoyed. The Baseball Hall of Fame in Cooperstown has already collected Sox World Series memorabilia and put together an exhibit.

We're again sponsored by the good guys at **European Performance Engineering in Natick, MA – 508.651.1316**; give them a call for anything from an oil change to a full street to track conversion.

- Friday room rate is room only, but inclusive of all taxes and gratuities, and is good 3 nights pre & post our event.
- Saturday rate includes room, Saturday cocktail hour/hors d'ouvres (cash bar after you've consumed your two freebies per person), Sat. night dinner (jackets for men) and Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The registration fee that you'll send me with your sign-up covers Saturday Continental Breakfast and Lunch, Friday reception, and most other costs incurred in organizing and running the Ramble.

Otesaga Resort	Single	Double
Friday	\$176.00	\$176.00
Saturday	\$292.72	\$389.32



**Finally the details:**

Send in the registration fee – (SAME AS LAST SIX YEARS) of **\$55 per person** (**\$75 per person after March 1**) with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CAN'T READ YOUR EMAIL ADDRESS... YOU GET THE PICTURE!** Please differentiate between "1" and "l", "8" and "B", "0" and "O", etc. Use an email address that you check frequently. Sign up early unless you're a masochist and enjoy queues.

- Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases.
- Shortly after I get your entry form and check you'll get an email from me telling you the process for making your hotel reservations and other pertinent details.
- **DO NOT CALL THE OTESAGA AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL FROM ME- IT WILL GUM UP THE PROCESS.**
- If you do not get my acknowledgement within two weeks of mailing your registration – **CONTACT ME** as something has gone astray. **I'm away in early Feb. so factor that into the equation.**
- **Please make your reservations with The Otesaga Resort promptly after you receive my acknowledging email. The Otesaga has 135 rooms, after that you're on your own at their sister inn, The Cooper Inn, or other B&Bs in town. You can still fully participate in all Ramble activities.**

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or bmh993@Porschenet.com 24/7.

**2014 New England Ramble Registration Form- \$55/person until March 1st- \$75/person thereafter**

<p>*Entrant/Co-Entrant Names: _____</p> <p>Address: _____</p> <p>City/State/Zip: _____</p> <p>Phone (day- optional): Phone (eve): _____</p> <p>Email: _____</p> <p>Porsche: Year/Model/Color: License Plate# _____</p> <p>You'll select from dinner menus at your table.</p> <p>Mail to: Bruce Hauben 5 Apple Ridge Ln, Littleton, MA 01460</p> <p>Checks Payable To: NER/PCA</p>	<p>Circle The Rambles You've Attended</p> <p>'89The Black Point Inn</p> <p>'90 The Chatham Bars Inn</p> <p>'91 The Wolfeboro Inn</p> <p>'92 The Old Tavern At Grafton</p> <p>'93 The Eagle Mountain Inn</p> <p>'94 Cranwell</p> <p>'95 The Woodstock Inn</p> <p>'96 The Equinox</p> <p>'97 The Black Point Inn</p> <p>'98The Sagamore Inn</p> <p>'99TheWequasset Inn</p> <p>'00 Cranwell</p> <p>'01 TopNotch</p> <p>'02 Mt Washington</p> <p>'03 The Woodstock Inn</p> <p>'04 The Samoset Resort</p> <p>'05 The Sagamore Inn</p> <p>'06 Stowetlake Resort</p> <p>'07The Equinox</p> <p>'08 The Balsams</p> <p>'09 Otesaga</p> <p>'10 Mountain View Grand</p> <p>'11 The Equinox</p> <p>'12 The Stowe Mt. Inn</p> <p>'13 The Mt. Washington Omni</p>	<p>If you were on the '13 Ramble and your personal data was correct, it is necessary to fill in only this item(*)</p>
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# So You Want to Put Your Porsche on a Track? ?



## Then the PCA Drivers Education Program is for you!

Photo by Mike Kerouac

Copy by Stan Corbett

### **W**hat is Drivers Education?

There are two ways to answer the question.

From a technical perspective, Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on real race-tracks in a safe, controlled and fun environment. Typical DE events are run over 1, 2 or 3 days. Drivers are assigned to one of four or five run groups divided by experience and skill level. Each day is separated into four sets of run groups so all drivers are on track 4 times per day for 20 to 30 minutes each time. To ensure maximum safety and fun you're placed in a run group with other drivers with similar experience and skill levels. In the beginner and novice (student) groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing or preparation for racing. The events are not timed and there are no prizes. Prescribed passing zones and rules and codes

of conduct add to the safe environment.

From an enthusiasts perspective, DE can easily become a lifestyle throughout the summer and in fact year 'round. Waking moments are spent at the track, or thinking about the next time there. We live for the rush of adrenaline that comes from moments like touching 150 mph just before jumping on the brakes at the "bus stop" at Watkins Glen. Or, allowing the car to drift out to the turn-in at the end of the front straight before powering over a blind cresting apex at Mont Tremblant. Just as importantly, highpoints of seasons at DE events include laughing with new and old friends over the events of the day, or instructors sharing what they've learned and watching the smile of new students as they discover what they and the car are really capable of. Yes - some of us are DE addicts. Others attend only a few a days a year, and enjoy building their competency and letting the car do what it was built to do.

For the 2014 season we've lined up some great tracks and events; five dif-

ferent tracks as you'll see below, including a favorite in Canada, a new local track and weekends at NHMS, Thompson and WGI. NER's first event of the season combines our annual Novice Day on May 10th with a full DE for solo drivers. This will be followed on May 11th by a full DE day for all drivers.

DE is a different experience for everyone. You've got to try it. The only critical components are desire and a car!

Drill deeply into the DE section of our web site, you'll find lots of information and helpful ideas. Hope to see you at the track.

### **What's new or continuing for 2014?**

More Track Days, A New Track, Lots More Fun:

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 23 days of driving on five different circuits; including a return to Limerock Park and the opportunity to drive the newly reopened road course at Thomp-

son Speedway. This year we have five weekend events; two at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 10 total days there; two at our new local track, Thompson Speedway Motorsports Park in Thompson, CT; and a 3-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 7-9, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing.

#### **DE Rebate Program:**

This year we plan to continue the rebate program that we started in 2012. Drivers attending three or more of NER's DE events will qualify for a rebate. The more events you attend, the better the rebate. Drivers attending three events receive a 5% rebate, four events a 7.5% rebate and those attending all five NER DE events earn a 10% rebate. Participation in the rebate program requires no additional effort on your part, no receipts to save or forms to submit, and will be paid out automatically after our final DE event in September.

#### **For those new to DE:**

2014 will feature our annual Novice Day as part of our first event of the season. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 10th, the first day of our May 10-11 DE event and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program will include a number of on-track driving sessions with experienced NER/NCR PCA instructors. Note: While details are still being worked out, the plan is for the Novice Program on May 10th to be focused on true Novices. Since registration numbers are obviously unknown, first time DE participants will be admitted first, followed by Green run group drivers with three or fewer track days experience, and a wait list will be established for more experienced Green and Yellow run group drivers who will be admitted if there are more instructors than required for the Novice group. Solo drivers in the Blue, White and Black run groups may register for the May 10-11th event and participate in a normal DE day both days. No more paper... save the planet!

NER is continuing our policy of not accepting paper registrations. To register for

any event hosted by NER you will need to do so online at clubregistration.net. Once you have created an account and profile with clubregistration.net it is a quick, simple process to sign up for an event and electronic payment is available. You will, however, still be able to send a check by 'snail' mail if you prefer. See our web site for details. For NCR hosted events go to their website and their registration site.

Watch the NER Web Site

While we email information to registered drivers the web site should be checked periodically for new and updated information. For example the rates and reservation information for the Mont Tremblant hotels with which we negotiate special rates will be posted on the web site at the "DE Event Information" page.

#### **Registration Process**

##### **How to register:**

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the event calendar you will notice the host region is identified. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region. The host region's registration web site will be the only point of registration for the events they are hosting. This means, for example, for the May 10-11th Novice Day and DE event you must go to NER's registration website and for the NCR DE events at New Hampshire and Lime Rock Park you must go to NCR's (the host's) registration web site to register.

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases setting up your profile with the registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each registration site, you will be able to log in and will be automatically remembered. For our returning drivers, be sure to update your profile including driving

history, car info if you change or add cars AND keep your email address current! The last is particularly important as we use the registration site to send information to drivers via email.

Under the DE calendar you will find contact details and web addresses for each of the regions. If you have any issues with registering either yourself as a driver or for any particular event, please do not hesitate to contact any of us.

#### **When to register:**

In most cases registration for all NER events opens on March 1st and NCR events on February 1st.

As a general word of warning, be aware that both regions accept entries on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that some will be sold out very early. Although you cannot register before the registration opening day, we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up. Instructors tend to be late in registering; so Student drivers, sign up early. It's also particularly important for the Mt. Tremblant event, July 7-9, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event). Other important information about registration:

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

#### **A few registration caveats:**

Registration closes 2 weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is

received, either by check or electronically, you are NOT registered and a space will not be held for you in the event. If you pay after the 2-week cut-off or at the event with permission of the registrar, you may be subject to a \$50/day or \$100/event surcharge, whichever is less.

All registrations will normally be for the entire 1, 2, or 3 days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25/day) and should check first with the registrar.

**Instructors are urged to register early to allow us to admit as many student drivers as possible.**

If Instructors register within 2 weeks of an event, they will pay an additional \$25/day beyond the Instructor rate. In the case of NHMS events that period is 21 days prior to the event and the charge is \$75/day.

All of the above surcharges are at the discretion of the Track Chair, Registrar and/or Chief Instructor and may be modified depending on the individual circumstances of an event.

**Who can drive in a PCA Driver Education event?**

NER & NCR have the same basic requirements:

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

For more information on requirements go to [www.porschenet.com](http://www.porschenet.com)

**What can you drive at a PCA Driver Education event?**

Both regions accept any Porsche vehicle (excluding tractors, because they don't have seat belts). NER also accepts any non-Porsche driven by a PCA member, or member of another car club recognized by NER. NCR has agreed to conform to the above at our shared events. If in doubt, contact NCR's registrar [de-register@ncr-pca.org](mailto:de-register@ncr-pca.org).

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other

makers. The only consistent exceptions are:

**All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar.**

Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have at least 3-point seat belts.

For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints on both passenger and driver seats. Also be aware that many tracks have dB (noise) limits — a modified exhaust may not be acceptable. **Check the web sites and READ your registration acknowledgements.**

**What else is needed?**

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

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2005, SA2010, M2005 or M2010. In addition NER will also allow K2005 and K2010 helmets. In all cases SA ratings are strongly recommended for their fire safety qualities. Helmet certifications occur every 5 years and are valid in PCA events for 10 years, so an SA2005 or M2005 (or K2005)

helmet will only be valid for two more years.

Note: If you're buying a helmet this year, the NER Track Committee strongly recommends that you get a closed-face SA-rated helmet for the additional safety it affords.

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface although some regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

**In summary:**

Identify who is hosting the event or events you wish to enter

Go to the host's web site and locate links to Driver Education

Go to their registration site and register for events

Pay online or forward a check to the host region

Have a fire extinguisher installed in your car (if that is required by the host region)

Beg, borrow or buy a helmet that meets or exceeds SA2005 or M2005 (or K2005)

Download a tech inspection form a couple of weeks before the event

Locate a nearby tech inspector from your home region's web site

Have your car inspected and keep the tech form, as you will need it at the event

Read the articles on what to expect and what to bring that appear on our web site

Come to the track and have fun.

# 2014 Drivers Education Schedule

For more information see the detailed DE pages that follow, including web addresses.

Event Dates	Days	Track	Host	Registration		Pricing*		
				Open Date	Inst	Solo	Student	
April 12-13	Sat/Sun	New Hampshire	NCR	Feb 1	N/C	\$TBD	\$TBD	
May 10-11	Sat/Sun	New Hampshire	NER	Mar 1	N/C	\$TBD	\$TBD	
June 23-24	Mon/Tues	Limerock Park (LRP)	NCR	Feb 1	\$TBD	\$TBD	\$TBD	
July 7-9	Mo/Tu/We	Mt Tremblant (LCMT)	NER	Mar 1	\$TBD	\$TBD	\$TBD	
Aug 2-3	Sat/Sun	Thompson (TSMP)	NCR	Feb 1	\$TBD	\$TBD	\$TBD	
Aug 12-13	Tues/Wed	New Hampshire	NER	Mar 1	N/C	\$TBD	\$TBD	
Aug 22-24	Fri/Sat/Sun	Watkins Glen (WGI)	NER	Mar 1	\$TBD	\$TBD	\$TBD	
Sep 9-10	Tues/Wed	New Hampshire	NCR	Feb 1	N/C	\$TBD	\$TBD	
Sep 26-28	Fri/Sat/Sun	Thompson (TSMP)	NER	Mar 1	\$TBD	\$TBD	\$TBD	
Oct 9-10	Thur/Fri	New Hampshire	NCR	Feb 1	N/C	\$TBD	\$TBD	

\*Pricing has not been determined yet. Pricing will be posted on our web site as soon as available.

NOTE: Instructors are no charge (N/C) for NHMS provided they register 21 days or more in advance. Instructor registration less than 21 days prior will be charged \$75 per day to attend. Instructors who register less than 14 days in advance of events at other tracks will be charged an extra \$25 per day

Contact Information:

Northeast Region (NER)  
www.porschenet.com

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

Tracks  
NHMS – www.nhms.com  
TSMP – www.thompsons Speedway.com  
LCMT – www.lecircuit.com  
WGI – www.theglen.com  
LRP – www.limerock.com

Registrar  
Mark Keefe - 508-529-6127

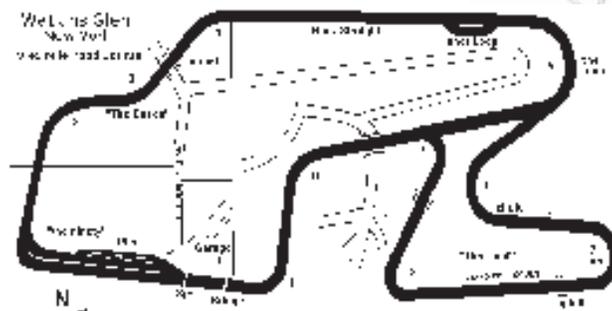
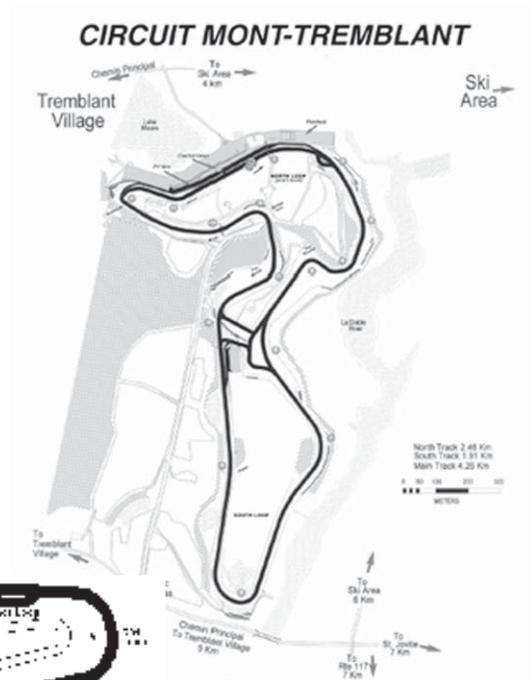
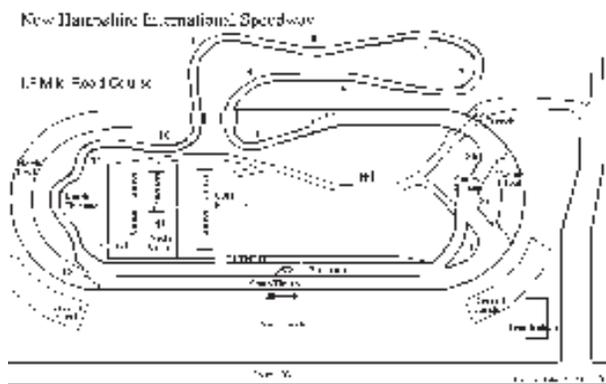
Registrar  
John Lussier - 802-728-4457  
cell 802-272-6770

Track Chair  
Stan Corbett – 774-275-1621

Track Chair  
Mark Watson - 603-488-5405  
Cell 603-854-0643

Event Registration Site  
www.clubregistration.net

Event Registration Site  
www.motorsportreg.com



DAKAR

TM



**T**he Dakar Rally is a supreme human exploit whose history has been written in the heart of some of the world's most stunning deserts and belongs to the world of the greatest sporting challenges of our time. Both a motor race and an orienteering challenge, the Dakar Rally pits some of the world's greatest off-road drivers against amateur competitors, for whom the race is often the culmination of their dreams and who come to take up the challenge with their motorcycles, quad bikes, cars and trucks. Participants of more than fifty nationalities come together every year for this race where competition and help go hand in hand, which is watched on television by over a billion viewers in 190 countries.

The adventure began back in 1977, when Thierry Sabine got lost on his motorbike in the Libyan desert during the Abidjan-Nice Rally. Saved from the sands in extremis, he returned to France still in thrall to this landscape and promising himself he would share his fascination with as many people as possible. He proceeded to come up with a route starting in Europe, continuing to Algiers and crossing Agadez before eventually finishing at Dakar. The founder coined a motto for his inspiration: "A challenge for those who go. A dream for those who stay behind." Courtesy of his great conviction and that modicum of madness peculiar to all great ideas, the plan quickly became a reality. Since then, the Paris-Dakar, a unique event sparked by the spirit of adventure, open to all riders and carrying a message of friendship between all men, has never failed to challenge, surprise and excite. Over the course of almost thirty years, it

has generated innumerable sporting and human stories.

In 2008, terrorists put an end to the route across Europe to Senegal. 2009 brought a resurgence, only now the race was across South America.

#### A first-rate sports competition

More than just a simple question of racing and speed, the Dakar requires off-piste navigational skills and consistency. In off-road races, endurance prevails and the slightest mistake costs dearly. This combination of physical toughness and technical performance has attracted champions from different horizons for thirty five years who are all keen to measure themselves against each other and tackle this outstanding event.

#### A human adventure

Like the mountains or the oceans, the wide open spaces inspire "the adventurers". Entering the Dakar is, in a certain way, like climbing Everest, sailing round the globe or rowing round the world. The places on the final podium represent an exceptional challenge, sometimes that of a lifetime.

Apart from the standings, all the competitors are motivated by this resolute desire, an almost crazy dream. Whether they are motorcyclists, car drivers or truckers, or quad riders, they all share this ambition, a feeling that brings them together. The tradition of solidarity, a principle which is one of the pillars of the "Dakar Spirit", stems from this shared passion: despite the linguistic barriers, on this level the competitors all speak the same language.

#### An international event

Founded in Africa, where it built up its legend, the Dakar is by nature attracted to

the unknown. The Sahara fascinated competitors for almost thirty years, but now the Dakar is exploring another continent, South America, with an unflinching will to surprise. Having become an international event, which gathers together men and women of 50 different nationalities, the Dakar draws on a thirst for interaction and the open-mindedness of its competitors, who all crave to explore the deserts of the world and to push themselves to the limit.

#### The Meaning of History

The aim of the Dakar is to build bridges, to create links between those who are sensitive to the beauty of wide open spaces and the image of the physical and mental challenge embodied by the drivers and co-drivers. We have been pursuing this objective for the last 35 years with an unyielding determination to pass on this passion. As the final preparations get underway, the observation is always amazing and moving: the Dakar brings people together. We will welcome around 450 vehicles at the start of the rally, representing more than 50 nationalities! And if the image of the Dakar is highly significant, it is because it is based on important symbols which give their rightful place to history.

The 2014 edition will undoubtedly be full of meaningful allusions, beginning with our meeting place, Rosario, where one of the decisive stages in the creation of Argentina took place. It was also the birthplace of Che Guevara, a pioneer of the Dakar in his own way, since his commitment to social change developed when he crossed America behind the handlebars of a Morton 500 motorcycle!

*Dakar image and text used by permission and are copyright Dakar.com*

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The visit to Bolivia should be perceived as a message addressed to the entire continent, since its founder Simon Bolivar was also the liberator of a great number of neighboring countries. In the heart of this visit, the motorcyclists will savor a driving experience "between heaven and earth" at Salar de Uyuni, the largest salt flat in the world, highlighting the Dakar's ability to surprise us and to perpetuate the dream imagined by Thierry Sabine. At the end of their journey, those who have tamed the Atacama Desert in particular will experience the joy and emotion of the finish in Valparaiso, which was historically another capital for travelers...

Étienne Lavigne

Director of the Dakar

The 2014 DAKAR: MADE To MEASURE!

For many years, the Dakar organizers have endeavored to adapt the race route to South America's open terrain, enabling all categories of vehicle to explore the routes which are best suited to them. For the 2014 edition, five special stages have been marked out on completely separate routes, with motorcycles and quad bikes on one hand and cars and trucks on the other. Overall, the 'separation' includes around 2,000 kilometres of timed sections, covering more than 40% of the distance.

In sporting terms, this has the double advantage of taking motorcycle and quad riders onto more technical and narrower tracks dur-

ing some stages, while enabling the leaders of the car race to 'hit the trail' without using the tracks left by the two-wheelers.

This is also a decisive advantage in terms of safety, as separating the routes eliminates all situations requiring careful overtaking. The benefit is even greater given that the stages in question are essentially in the first part of the rally, when there are many vehicles on the track.

Motorcycles-quad bikes: two marathon stages

On two occasions, riders in the motorcycle and quad bike categories will embark upon marathon stages, extending over two days. With overnight accommodation in a bivouac reserved exclusively for them, the riders will not have the back-up of their assistance teams, and will have to rely on help from other competitors to make any adjustments to their vehicles. In this context, team strategies are crucial and the management of equipment is decisive, particularly in terms of wear and tear on tires.

In total, the two marathon stages will represent 2,702km (1,228km between San Rafael and Chilecito plus 1,474km between Salta and Calama), including a special stage of 1,590km (726 km and 864 km).

2014 Route: longer, higher and tougher!

The fundamental principle for all the Dakar's competitors to bear in mind is going the distance. Every kind of driving will be required to complete almost 5,000 kilometres: the variety of terrains will sometimes be an advantage for outsiders.

ARGENTINA

Population: 40.6 million inhabitants  
Surface area: 2, 766, 890 sq. km  
Capital: Buenos Aires  
Currency:

The competitors will wake up early to set off along the road in the region of Cordoba and start the race on some narrow tracks which will require the utmost vigilance. Each one will still be very fresh allowing them to tackle the stony sections or the blind jumps serenely. The competitors' driving skills will be rewarded at the finish, where they will have already clocked up 800 kilometres. Although the gaps will not be significant at this stage of the race, it is nevertheless important to maintain their position in the part of the standings that they are aiming for!

Monday 6th January • Stage 2 • San Luis - San Rafael

The fastest special stage of the rally, at least for its first part, will also be the one where drivers will have to



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*continued from previous page*

face the first dunes. And it won't just be a brief encounter with sand: in the last 100 kilometres, the exploration of the grey dunes of Nihuil will be even more intensive than during previous visits. The sand is more firm there, but the experience will provide a great deal of insight about each of the competitors' technical skills. In short it will be a veritable test.

Tuesday 7th January • Stage 3 • San Rafael - San Juan

The competitors of the 2014 Dakar will experience their first taste of the mountains by passing through the Pre-Andes. The Aconcagua Volcano stands 6,962m high and will observe the progress of the vehicles, of which a part will rehearse their high mountain driving techniques. The motorcyclists will climb up 4,300 metres during their special stage, on a ridgeline where they will have the impression of towering over the whole of America! The descent will bring them back to the tough reality of the drivers of the Dakar, as they will only have finished the first part of this marathon stage. They will have to ensure the mechanics for their own vehicles at the isolated bivouac

which has been set up for them.

Wednesday 8th January • Stage 4 • San Juan - Chilecito

The strategy of the motorcyclists will come into play: initially their navigational skills will be seriously tested at the beginning of the morning, and then they will be faced with the problem of worn tires, as they have already been over-used the day before. As for the drivers of cars, they will have an even more demanding route to tackle in the countryside. The Dakar's competitors haven't faced a special stage this long since the historical one from Zouerat to Tichit in 2005! They will have to cross rivers, descend the canyons in a Wild West setting and beware of the other participants: as these terrains are often wide open, it will be entirely possible to overtake fellow competitors.

Thursday 9th January • Stage 5 • Chilecito - Tucuman Liaison sections:

A sleepless night in Tucuman!

After two race days with completely separate routes, everyone will gather together to tackle the longest stage of the rally. They will need to be extremely resistant to overcome these two sections of the special stage which will primarily feature sand. All

*Used by permission Rodrigo Garrido*

day long the competitors will make headway on off-piste sections: those who have poorly assessed the limits of their engine will constantly be on the verge of overheating and all the more so, as the region's temperatures are generally very high. At the bivouac in Tucuman, the candidates for the podium will have been whittled down to a select few, as many of them will no longer be a part of this elite group. For many others, their timing and mechanical mishaps will only become apparent in the middle of the night.

Through Bolivia and Chile, the competitors will face a stunning 7 more stages of race, mountains, deserts, rivers, and plains.

#### **Environment and heritage**

The Dakar offsets all of its direct carbon emissions

The Dakar has offset all of its direct emissions through the support it provides for the "Madre de Dios" societal and environmental project, totaling US\$ 460,000, since the 2011 edition. Through the different ac-

continued from previous page

tions it has carried out to fight against the deforestation of the Peruvian part of the Amazon region, the "Madre de Dios" project has been able to save almost 120,000 hectares of forest which would have been destroyed over the course of the next ten years. \*www.madrededios.com

A jointly devised route

In preparing its route, the Dakar has always devoted particular attention to preserving archaeological and paleontological sites considered as sensitive. To ensure the coherence of the route, close collaboration is necessary between the rally's organizers and the Argentinean, Bolivian and Chilean authorities.

### The Dakar in figures

2: marathon stages (bikes and quads) without assistance and totally independent (2,702 km including 1,590 km of special stages).

4: the number of titles to be won on the Dakar, in the bike, quad, car and truck

categories.

9: the number of women registered on the Dakar in the car, bike and quad categories.

11: the record for rally victories, held by Stéphane Peterhansel, with 6 titles on a bike and 5 in a car. Vladimir Chagin boasts the record number of victories in a single category, with 7 triumphs in a truck.

18, 23: in years and days, the age of the youngest rider at the start in Rosario, Argentinean Jeremías González Ferioli, participating in the quad category.

28: the number of countries visited by the Dakar since its creation. Bolivia will be welcoming the rally for the first time, hosting two stages.

30: the number of doctors present at the field hospital, for the riders, drivers and organisation teams.

41: the number of quad riders registered for the rally in 2014, a record.

50: the number of nationalities repre-

sented on the rally.

60: the number of secure zones for spectators.

71: the number of trucks participating in the rally.

72: in years, the age of the rally's oldest competitor, Japan's Yoshimasa Sugawara, in a truck.

89: the number of competitors taking part in the Dakar for the first time, i.e. 20.27% of the total.

124: the number of French competitors involved in the race, the leading nationality, with 17.29% of the total.

152: the number of cars taking part in the rally.

190: the number of countries in which the images of the Dakar will be broadcast, by 70 TV broadcasters.

210: the number of organisation vehicles used daily on the rally (40 cars, 11 helicopters, 55 trucks, 5 buses, etc.).

280: the number of journalists who will follow the entire rally, out of 1,800 granted



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media passes in total in the media family (technicians, consultants, day pass holders, etc.).

450: in CC, the maximum power authorised for the engines on the motorbikes enrolled on the rally.

720: the number of competitors involved as riders, drivers, co-pilots and mechanics.

1,200: in total, the estimated number of hours broadcast of images of the Dakar on the world's TV channels (based on figures from 2013).

1978: on 26th December of that year, the start of the 1st edition took place, for the 1979 vintage

2,300: the number of safety messages broadcast on 40 radio stations in Argentina, Chile and Bolivia.

3,000: the number of people welcomed each day to the bivouac: competitors, organisers, sponsors and media personnel.

8,739: the number of kilometres to be covered between Rosario and Santiago, with 5,220 kilometres of special stages for the cars.

9,209: the number of kilometres to be covered between Rosario and Santiago,

with 5,212 kilometres of special stages for the trucks.

9395: the number of kilometres to be covered between Rosario and Santiago, with 5,222 kilometres of special stages for the bikes.

22,000: the number of people mobilised for the safety of the spectators and competitors.

80,000: the number of meals served at the bivouac during the duration of the rally.

100,000: the number of followers on the Dakar's official Twitter feed.

820,000: the number of fans on the Dakar's official Facebook page, several days before the start of the race.

7.8 million: the number of unique visitors to the [www.dakar.com](http://www.dakar.com) web site.

4.6 million: the number of spectators counted for the start, finish and passage of the Dakar in 2013, in Argentina, Chile and Peru.

1 billion: the number of TV viewers that watched images of the Dakar in 2013



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# 2014 THE ODYSSEY

From January 5<sup>th</sup> to 18<sup>th</sup> 2014



Rosario  
Salta  
Valparaíso



dakar.com @dakar #dakar2014

# The Magic of Air

EPE Tech Session



Copy by Stan Corbett

Photo courtesy EPE.

I attended a tech session October 26th at European Performance Engineering. Though I'm belatedly writing this report, the quantity and quality of the information presented by Jerry Pellegrino still sits fresh in my memory. As most of you are aware I'm a serious Track Rat and long-time motorhead. While Jerry's presentation would be considered interesting and informative by almost everyone who owns a Porsche or other performance car, for a track rat the presentation was a gold mine.

A gold mine, you might ask if you weren't there? Consider these nuggets as suggested by the agenda:

- Engine Performance,
- Cooling,
- Aerodynamics, and
- Tire Performance.

Engine performance addressed volumetric efficiency and how the design of the engine, which is essentially an air pump, affects the performance. Basically, better air flow means better performance. Jerry covered both normally aspirated and forced induction (turbos and superchargers) engines, factors which influence their performance, and some of the pros and cons of each design.

Cooling addressed that often contentious

subject among Porsche owners – air cooled or water cooled! Jerry discussed design features for each that influence performance and, again, some of the pros and cons of each approach. I don't recall that he ever specified which design he prefers, but he did point out that, ultimately, all car engines are air cooled. Even those that use water to transfer heat to radiators use air flow through the radiators for cooling. Also under the subject of cooling was brake disc ventilation and the essential part air plays in cooling the brake discs and fluid. A reminder of the importance of maintaining ones brake fluid, especially at the track was included.

Aerodynamics was the third nugget presented. I found this subject very interesting because it's an area where I've been considering making modifications for the track. Jerry covered aerodynamic drag, lift and downforce. An interesting, and to me counter-intuitive, tidbit is that the early Porsche 356's had a coefficient of drag nearly as good as today's 991. Our cars really have been that good from the beginning! The drawback of lift and advantage of downforce were described along with design features that influence these forces. This topic concluded with

a description of the active aerodynamics used on the new 918 Spyder.

The final topic was tire performance where the effects of tire pressure were described. Under-inflation's effects on hydroplaning and tire stress were described. Over-inflation can also lead to performance problems by decreasing the tire's contact patch and reducing grip. Bottom line – vehicle and tire manufacturers' suggested tire inflation pressures should be adhered to. And, yes, this is often different depending on whether you are on the street or at the track.

Following the presentation Jerry answered questions while the attendees enjoyed an excellent lunch. I think everyone there thoroughly enjoyed the presentation and opportunity to talk about our cars. Thanks, Jerry, for an informative and well-presented session. I would also like to thank Layla Mah for the outstanding work she did in making the presentation visually very appealing.

Lately I've become fascinated by the stories cars have to tell and by the history of the famous marques as they've celebrated their 50th, 60th and even 70th anniversaries.

I'm by no means a Historian. I wouldn't even call myself a History buff. But the Editorial Adrienne wrote in the November 2013 NorEaster did get me thinking about history and the role it plays in our everyday lives as well as the role it plays in our passion for Porsches. As I thought about the changes in my appreciation of history over time and the way nations, cultures, car companies and even people approach preserving history, there are some fascinating (at least I think so) observations from the car industry and from individual car enthusiasts.

Porsche, Ford, GM, Mercedes, Ferrari and even Audi, all work very hard to preserve examples of the automobiles that made their marque's successful. The Mercedes and Porsche Museums in Stuttgart are fascinating. The displays at the Ferrari factory in Marenello are rich with racing history. The Corvette Museum in Bowling Green Kentucky has some spectacular examples of late 50's and early 60's Corvettes. Interestingly enough, car manufacturers seem to have a strong bias in preserving history. As it turns out, so do their customers.

How about people in general? Do people in general, have a bias towards preserving history? Some people do and some don't. So not only do I think the sense of history and the bias to preserve history is much more diverse than it is with car manufacturers, it also changes over a person's lifetime. Here I can give an example by using my own life experience and also by asking you to think back to your own experiences..

Take a moment to go back to your childhood? Did you collect anything? Was it new items or old items? I'm betting on new. Baseball Cards, Barbie Dolls, GI Joe's, Teenage Mutant Ninja Turtles and Beanie Babies have all had their day in the sun. But at the time, we were collecting these new items, as children and as teenagers, none of

us were really collecting these items for historical value, we simply wanted them. I grew up in the 60's and 70's. I collected Carl Yastremski, Jim Longborg, Fred Lynn and George Scott baseball cards. I didn't collect Ted Williams, Stan Musial and Joe Dimaggio. Which list of players is more historically significant? Which players would I collect today if I had to choose? Obviously I would collect the latter. My sense of history changed over time. I'm betting if you think back you will find that yours did too. Now let's transition to young adults. We're entering careers, getting married having kids. Our parents are trying to clean out their houses and help us furnish our new homes. Now think about our reactions as young adults. We're appreciative, but who wants hand me downs when you are 25? We wanted new and shiny, the latest and greatest. That old desk that would be a beautiful antique today, was simply an old desk to me back in the early 80's. That old red metal wagon, the baseball

cards that were all beat up and wrapped in elastic bands meant nothing. The 72 Plymouth Satellite my father sold to me for \$1 meant nothing from a historical perspective. It was just an old Muscle car. Even as a young adult, I had no real sense of preserving history. How about you? Were your experiences similar? Was new and shiny, the preference? As I mentioned earlier, this is my own experience and I also said a persons sense of history is more diverse. I'm sure there were many young adults who cherished that old desk and just as many that would keep that old Muscle car that their father sold them and pass it on to their children. In my case, I guess I just turned out to be a late bloomer.

By now you are all thinking, "C'mon Mike, this is a Porsche magazine, when do we get to read about the P Cars"? I know, I almost had you when I mentioned the Porsche Museum in Stuttgart, then I lost you again at Teenage Mutant Ninja Turtles. My answer is, "I'm getting there." Fast forward 20+ years. I'm now 46 years old. Have I developed a bias

for preserving history? Not quite yet. I'm in the dealer showroom about to buy my first Porsche. I'm about to transition from modern American Muscle, Corvettes and Mustangs, to Euro Muscle with a Porsche Turbo. The Porsche is shiny and sleek. She has an unbelievable rear view with the wide hips. I was in love. It was the best modern Porsche available for model year 2008 and I wanted it. At the time I had no sense of Porsche History. No idea who Ferry, Ferdinand or Wolfgang Porsche was or how the company was founded. I didn't even know how to spell Gmund. I really didn't care. I just liked the shiny new Basalt Black Turbo with the baseball glove leather interior. I was hooked on new. History meant nothing to me.

As a further example, that year I attended my first Porsche Ramble. One of the attendees brought a 356 Coupe in Silver. First time I'd been exposed to the car. It looked old and it was old. My friend called it the Queen Mother. OK, I can see the "Mother" moniker as the first Porsche,

but when I was told it only had 65hp, I almost choked. My Turbo had 500HP. Why would anybody want a 356? With a shake of his head my friend said I didn't get it.

Now skip ahead to 2010, things shifted just a little bit. Later that year we took a 10 day Porsche Treffen through Germany. We visited the Porsche Museum and Porsche Factory in Stuttgart and the original Factory in Gmund. We also had the pleasure of visiting the Porsche home occupied by Wolfgang Porsche. I was starting to get a bit of an appreciation for history. I still didn't get the 356, but the race cars fascinated me. The Porsche 917's, the 935's, the GT1's. The history of LeMans and the role Porsche played over the years was captivating. I was starting to understand the significance of time. I was developing the passion to connect the dots from old to new. The ability to understand how every new 911 had to have strong ties to the past. After all, Porsche is one of the most disciplined car companies when it comes to preserving the identity. The 911 is now 50 years old. You can park a 1968 911 next to a 991 911 and immediately see the lineage. I know that Porsche will do it's best to extend the model to 100 years old

# Every Car Tells a Story

By Mike Kerouac

and even after another 50 years, I'm betting the connection from old to new will still be very strong. .

Fast forward another few years. I'm now 52. I cracked that dreaded 50 barrier and then some. For whatever reason things seemed different now. My wife, Ann, and I had toured Europe for the last 5 years. Italy and Greece in 2008, Germany in 2010, Spain, England, the Nordics, France and even a trip to Brussels to see Formula 1 at SPA. I visited the Vatican with the tombs of the Popes, I stood on top of Kings at Westminster Abbey I visited the tomb of Ferdinand Porsche in Germany and I looked up into Au Rouge as Fernando Alonso flew by at 350km/h at SPA. I also stood on top of the Great Wall of China and visited the Hermitage in St. Petersburg, Russia. History is everywhere, it surrounds us. What we do today is a product of what we did five, ten, twenty or even fifty years ago. History is what shapes us. What took me so long to get this?

This year the transformation is complete. Old is cool, older is awesome. Patina replaces new. Pitted chrome is a sign of endurance. Worn leather and carpets tell a story. Evidence of decades old body work is a badge of honor. I discovered that every car tells a story. Talk to me. Tell me what happened. If you want me to bring you back to like new, I can do that. If you like the way you are, we can just leave you as is. But you still need to talk to me. I need to know where you have been what you have seen, talk to me. This is the aspect of history that got me hooked. A car, our Porsches, can talk to us in so many ways, they can tell us a story.

In terms of cars, I hadn't walked away from anything new, but I definitely walked towards a much greater appreciation for the origins of Porsche. How did the modern 911, the 991 evolve from a 356, a 930, a 964, a 993, a 996 and a 997? What role did the 912 and the 914 play in Porsche's history? What story could any individual car tell me?

Let's take a look at two examples. I'm hoping most of you read my articles detailing my two winter projects. Miss Money Penny and Jo Jo. If you haven't, once again pull out those back issues of NorEaster and catch up. Adrienne hasn't given me enough room in this article to catch you up. No Cliff notes this time.

In both cases each car was a bit too far gone to leave as is, so a restoration to like

new was in the plan. I bought Miss Money Penny first. She was a 1959 Convertible D that was transformed into a race car and then back to a Speedster configuration. When I bought her, she was very rough. Dents everywhere, a lot of Bondo holding her together and many missing pieces. But she instantly told a story. The car was delivered with the roll cage, fiberglass hood and fiberglass rear trunk lid as show pieces. She still had numbers on her. She still had the racing exhaust installed. She talked to me as soon as she rolled into my garage

Jo Jo was a bit different. Jo Jo was a 1957 Sunroof Coupe. A late T1 model. She had a very interesting story right from the Ebay listing. She was in the service of a US diplomat in Europe. She attended a special event at one of the Porsche family homes in Austria. She even received a badge to commemorate the occasion. She was owned at one time by a Porsche factory works driver and she had Rally Gauges which were unexplained in the Ebay listing. This car definitely had a long story to tell. She wanted to talk to me. I just had to get her home.

As I disassembled Miss Money Penny, I could determine which parts were original and which had been replaced. I could even time stamp some of the replacements by the earliest availability of substitute parts. I could see everything that had been done to the car to make her lighter in a race. I could see how the engine was modified. Big bore kit and industrial casings to get her close to 100HP. The more parts I removed the clearer the story became. Then once she was stripped of paint at the body shop, she talked to me some more. You could see the Bondo, the multiple places she had been hit. She wore them as badges of honor, battle scars of racing. I was wincing a bit as I could imagine the impact of some of the hits she had taken. But now she was retired. It was time for a refresh, a reward for a job well done. She was a survivor. The process of getting her back to like new will only add to her story, provide new chapters for me to savor or the next owner to enjoy.

Moving on to Jo Jo, the tear down is still in its early stages, but I can see that she is still almost all original. No body

damage from hits, but several rust spots under the paint and in the underbody. She was obviously driven in all kinds of weather. I can imagine her plowing through snowy roads in Germany and driving through rain showers in Paris. I also discovered Loctite on the front bumper upright studs. Loctite didn't exist in the 50's and 60's, correct? A quick Google search proved me wrong. It was invented in 1953 and rebranded as Loctite in 1964. But this was red Loctite. I'm pretty sure that came later. So when was the upright repaired? You can see the questions and possible answers, the give and take as you try to connect the dots. She was talking to me. But I still can't get the full picture. I still can't figure out the timing or use of the rally Gauges. That will be a story that needs to be told another day.

I found myself fascinated by all the possibilities. In some ways I was in awe of the life this car lived in her 56 years. I also wondered just how much I was missing no matter how hard I tried to connect the dots. So much more work to do. I still needed to listen and Jo Jo still needed to talk to me some more.

As you can see, every car tells a story. Hopefully your Porsche will too. If not to you, then the next owner and the owner after that. Talk to her/him, take your Porsche on an adventure. Drive it in the snow, attend a DE and explore some back roads. Maybe you can find a way to leave a legacy with your car, something to pass on for generations. Maybe you too can preserve history. Maybe you can help your car tell a story.

Until next time..... Drive safe!

# The 2014 Porsche Targa



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**A** modern classic reborn. The new Porsche 911 Targa Porsche is expanding the 911 line with two new models: the 911 Targa 4 and 911 Targa 4S. These new models are the first to combine the classic Targa concept with state-of-the-art roof technology. Just like the legendary original 911 Targa, the new models feature the distinctive Targa bar, a movable front roof section and a wraparound rear window. But unlike the classic 911 Targa, the roof segment can open and close at the push of a button. The fully automatic roof system stows the Targa top behind the rear seat. The 911 Targa models feature a wider rear end and the same Porsche Traction Management (PTM) system found in the 911 Carrera 4 and Carrera 4S all-wheel-drive models. It is an active all-wheel-drive system that helps to ensure the optimal distribution of drive power for optimum traction in most road scenarios, whether on long straights, through tight corners, or on surfaces with different friction coefficients. The combination of the wide body, the Targa bar and the wraparound rear

window exude an extremely sporty and a low-slung profile. The 911 Targa 4 is powered by a horizontally opposed 3.4-liter 6-cylinder engine with 350 hp. Equipped with the Porsche Doppelkupplung (PDK) and the Sport Chrono package, the 911 Targa 4 accelerates from zero to 60 mph in 4.6 seconds and is capable of a top track speed of 174 mph. The 911 Targa 4S delivers 400 hp from its 3.8-liter horizontally opposed 6-cylinder engine; and is capable of accelerating from zero to 60 mph in 4.2 seconds when equipped with PDK and the Sport Chrono package. The Targa 4S is capable of reaching a top track speed of 184 mph when equipped with a manual transmission and 183 with PDK. The 911 Targa 4 will be priced from \$101,600 while the 911 Targa 4S model is priced from \$116,200. The new 911 Targa generation has been designed specifically with sportiness, safety and comfort in mind. The power of the flat six-cylinder engine is transferred via a seven-speed manual transmission as standard, while the

automatic seven-speed PDK is available as an option. The intelligent all-wheel drive system Porsche Traction Management (PTM) is responsible for distributing the power to the four wheels. Both chassis have been specially tuned for the 911 Targa and also feature rebound buffer springs on the front and rear axle, which optimize performance through turns. The convertible top compartment is behind the rear seat and together with the transverse strut serves to integrate the stowed convertible top into the cabin. Even with the roof closed, the large curved rear window allows plenty of light into the interior, providing a unique feeling of space. With its fixed targa bar, removable folding roof, removable soft rear window, and this new variant was developed primarily in anticipation of safety regulations in America. The name "Targa" comes from the famous Targa Florio race and since the mid-sixties has been synonymous with the open driving concept.

matched closely the grid-position. NER president Kristen Larson over took Jim Graham and then led to the finish. Chris Ryan and Aaron Walker were hot on their tails – the top 7 broke the 22 second lap-time. A very competitive and clean race.

Runner's-up race positions.

- 1 Kristen Larson
- 2 Jim Graham
- 3 Chris Ryan
- 4 Aaron Walker
- 5 Nick Shanny
- 6 Igor Shikh
- 7 Alberto Savoretti
- 8 Robert Canter
- 9 Ted Shaw
- 10 Peter Grittner
- 11 Fred Bamber
- 12 Dennis Mascetta

The final race followed. No surprise this was very hotly contested. Matt Wallis has apparently been taking lessons from "some guy who's done this before" but the no bump-and-run policy saw him take a penalty and drop from 3rd on the grid to finish in 9th place. Sam came in 8th but was apparently caught up in the only Red Flag incident of the event (no word yet on whether he was the cause though).

Final honors went to Dave Berman. Well done Dave!



- 10 Sam Curley
- 11 Arthur Bryant
- 12 Scott Mascette

With Dave taking overall honors and his better (some would say way-better half) winning the runners-up race it really was a family affair. Whatever you do don't challenge them to a doubles tennis match!

Race organizer Bill Seymour deserves a special mention as he clawed his way from a lowly 11th on the grid to finish 7th. OK he bribed me to write this! But thanks for organizing this Bill.

After the race many of us adjourned to the restaurant for lunch and to watch the snow. The word around the tables is that this will be the first of many such events. So watch out for the monthly e-blasts and the events pages on porschenet.com for details of any follow-on events. Lots of fun – but don't take your wife and children they are very likely to beat you and brag about it all the way home in the car.



Final race positions:

- 1 Dave Berman
- 2 Steven Hebner
- 3 Gary Hebner
- 4 Sterling Vernon
- 5 Jeff Johnson
- 6 Vincent Troisi
- 7 Bill Seymour
- 8 Erik Hjortshoj
- 9 Matt Wallis

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A great looking car with only 23k miles but not Porsche's best work due in part to big bumpers and US emission requirements at the time.

A stop at the RM Auction site got us up close to the Carrera Speedster, close enough to see that the front tow hook was missing and the battery box floor had a strange bubble on it instead. With a reported 29k miles I would've expected more. Bidding stalled just over one million and since they were expecting over \$1.1 million it was a no sale. Too bad, it really looked great up on that stage. We got a second look once it came off the stage and it had a lot of bondo that showed itself with edges that were way too sharp to be just folded metal. And that was on the engine compartment opening.

There were four other Tubs, their expected bidding range and a few notes:

Red T5 Roadster sold for \$198k  
-lots of options, none on COA, non



matching engine, huge overbite on front hood \$180k-\$220k

Blue T5 Cab – sold for \$140k  
- Probably the best car there but with the door gaskets cut wrong and some other needs - \$140k-\$190k

Red Speedster D (actually a Convertible D with a Speedster logo on the fender – sold for \$176k

- where to start? chrome plugs covering the holes for the missing bumper support tubes

gas filter zip tied to a plug wire, wrong carbs,- \$175k-\$250k

Smyrna Green T6B- sold for \$129,250  
- decent paint, straight panels, missing luggage hold downs on rear panel, engine cover bolts mounted backward \$110-\$130k

Long nose 911's were well represented with three 911E's (all missing their 14" alloys), a coupe and two Targas. A silver 959

was on the stage and went to a new owner for \$759k but a 1966 Carrera 6 (906) was a no sale at \$1.1 m. The real prize was a RS61 from 1961 looking for \$2.8- \$3.2 million and brought \$2.75 million.

Gooding had some terrific cars and some that were not so good. Of course they can only offer what people bring them so here's the list:

A 1952 bent window 356 coupe:

The door gaps really needed a lot of work as it was possible to put a finger in between the top forward portion of the door and the trailing edge of the front fender on both doors. That means that the gap was about 1/2" at the top and narrowed down to 1/4" by the time you got about a quarter of the way down. Further down the gaps varied again making it look like something an American manufacturer put together back in the '50's. It went to a new owner at \$132k well under the \$185k- \$225k they were expecting.

A red '59 Conv D brought \$176k with the fee which got the seller close to the expected \$180k-\$200 range. A well done car by someone that had some experience with our Tubs.



There was a yellow '73 911E that brought \$88k including buyers premium against an expected \$90-\$120k

The black Speedster (83718) at Gooding was a T1 Normal (66750) that was fitted with a Super tach, rear deck logo that said 1600 Super and Super hubcaps. The interior was a dark red (darker than the photos indicate) that looked great but wasn't correct. At least according to Autos International, who answered that question for me a few years ago when I set out to correct mine. As a US car it should've retained its over ride bars and taller guards but they were replaced

by the Euro short guards. Of course that meant that the holes for the support bars had been filled in front and rear. Gooding was looking for \$225k-\$275k so I'm sure that \$445k winning bid was a pleasant surprise. Amazing what happens when two rich guys are under the same tent. That is the biggest number anyone has ever seen for a pushrod Speedster.

A visit to Russo and Steele brought a few surprises. A '64 SC white Cab that was presented by a Texas Dealer (who also brought a Prowler, a Z28 and a Vette) who bought



the car at Mecoms auction last Fall. A very nice example of a numbers matching car, the only fault I could find was a missing fuzzy strip on the garnish rail on the drivers door. The seller didn't know what that was. All in all a pleasant surprise.

The second Tub was being sold as a '64 Cab with the correct serial number stamped behind the tire belt hoop in the front compartment but no ID plate on the hinge plate or up next to the gas tank. But wait, a '64 doesn't have the number stamped there... This car was a T5, making it a '60 or '61. Russo and Steele said it was a very rare model. I had called

them last week and spoke with one of their reps who said that info and paperwork came from the seller and they weren't responsible. I didn't think it worked that way, that's why they get a fee...

The next car parked in the dirt was a '64 red SC coupe with a 100 pound front hood. Paint so thick the steel underneath wouldn't hold a magnet. With repairs to the battery box indicating a front end hit I kept walking.

Further down the line was a '62 T6 S 90 Cab with a Super tach and trim. The numbers were said to match but the Fac-

tory had "installed a big bore kit for more horsepower". Enough said. There was a rare "Factory rear sway bar" that turned out to be a compensating bar, this S90 had Zenith carbs. The front grill in front of the windshield had been bonded over but the error was caught before it set up and the slots were opened with a razor blade. Nice try, but no...

There was a second pleasant surprise as we came across a '73 911S in red that was excellent. With a one owner history and 64k miles, not a bolt was out of place. Terrific car and I'm picky, as you can see above. Flawless restoration. R&S was looking for \$130k - \$170k, well short of it's market value. We'll see...

The Barrett Jackson Auction was easily twice the size that it was last year. The vendors went on for what seemed like miles.

As in years past, anything an old rich guy wanted, was there. There was fellow



that made life sized animals out of nails welded together. A Bison that stood over 5' tall weighed more than my Speedster. It is pictured below with my camera assistant and grandson. The moose and grizzly bear in the background were done in nails also but different sizes.

Did I mention that it was 77 degrees and not a cloud in the sky? It's a tough job but someone has, well you know...

KTF



es, all the guilt from the hours I spend in my car barn or at the track were all quickly vanishing. Rob was vindicating my behavior. He was clearly, or at least in my mind, rationalizing years of car guy behavior.

Rob was quickly becoming my car guy (or car person) hero. In addition to his profession as an Engineer and his side life as a Hack Mechanic, he also writes songs and plays in a band. Somewhere in there he also had time to raise a few kids. This guy was carrying the torch for all of us. Maybe he could pen a car guy (or person) anthem. As we passed through lunch and the setting sun indicated dinner time, I continued to devour page after page. If I wasn't under that thatched umbrella, I would have been burned to a crisp.

In the simplest terms, Rob writes about his family, his life as a car guy and intertwines his love of being a Hack Mechanic, as well as his never ending passion for BMW's. He shares his philosophies for finding, buying, fixing and owning BMW's and he pulls no punches about the challenges of being a Hack Mechanic. Rob has owned over 50 BMW's (I think he is up to 53 per the latest edition of Roundel). He has never bought a new car in his life and his BMW's are all sub \$15k, many are sub \$5k. He buys cars that need to be "saved". He nurtures them and makes them road worthy. He does not do concours restorations. His dominating passion is BMW's, but Rob has also owned and loved a 1982 Porsche 911 SC Targa for many years. For some reason, he sold that car and kept all the BMW's, but you'll need to read the book to find out why.

As our vacation progressed and my butt remained firmly implanted in the beach chair, I continued to read Rob's book as the waitress delivered "Woo Hoo's", "Dirty Banana's", "No Pressure No Problem's" and the all time classic Mai Tai's. (Just to be clear the Hack Mechanic is 420 pages long, I had to stay hydrated). As I quickly determined, the book is equally humorous and informative. If you don't like reading details about car repair and maintenance, segments of the book might seem a bit dry, but the life Rob has built around his

passion for classic BMW's, his dedication to family, friends and music, as well as his Zen like view of the world are all infinitely fascinating. For any baby boomers that grew up in the 60's and 70's, that lusted after a Corvette, Porsche 911 or yes, even a BMW 2002, this book is a must read. When finished with the book, you will either be searching Craigslist for your own classic car that needs saving or you will be closing the book and telling your self, "Not in my lifetime". Either way, for anyone that loves life, family, friends and most of all cars, *Memoirs of a Hack Mechanic* is a joy to read, I can't recommend the book highly enough and I very much hope to meet Rob Siegel some day. I have a few questions to ask about the seven car rule and his theories on stuckness.

As always, Drive Safe!



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# Marketplace For Sale

**Old Pano magazines from the 70s/80s.** I also have some Noreasters from the 80s as well. I'm not looking to make any money off them, just hate to simply toss them out. spzagame@gmail.com if interested.

**1997 Carrera 4 Cab,** 2nd owner, black/tan, last of air cooled, 35k pampered miles. 6 speed, all service, all records, PCA 70 year old member .Power seats, motor sound, 18"OEM turbo wheels, new Michelin Pilot sports , 5K, upgraded radio( with original) w / blue tooth, chrome exhaust tips. Perfect condition. \$50,000. Dominic Falconeiri ,Lakeville Ma. 02347 ,email dfalconeiri@hotmail.com . cell 508-965-8534 (1/14)

**356 Cabriolet Hard Top** - I believe it will fit 356A, B and C cars. Complete and intact, including header clips, excellent glass and all trim pieces, but needs complete restoration. Will email photos, or come see it in Wayland. \$1100. Also - am looking for a few items to complete my 912 tool kit. John Darack, 617-721-9366, DPisland@gmail.com. (12/13)

**1985.5 944.** Excellent condition. Always garaged. Manual. Turbo nose. 5 Borbet Type A wheels. Neoprene front seat covers used last 15 years. No cracks or fading on dashboard. After market Alpine radio. Never tracked. R12 A/C not cold. \$6500. Andrew Wong. Medfield, MA. porschepup@verizon.net (12/13)

**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. \$7,900. Jack Miller. Marblehead. 781-631-0020. jm@marbleheadusa.us (12/13)

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