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# THE NOR'EASTER

JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011 JULY 2011

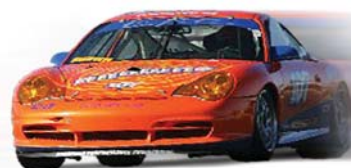
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- 
- A photograph showing a golf course with a green in the background. In the foreground, several red and black cars are parked, and a group of people, including spectators and a caddy, are standing near the cars. The background is filled with tall evergreen trees.

15



28



30

## COVER

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# On the Edge

Adrianne Ross



As week 3 of my sabbatical closed, I was quite worried that I'd learned absolutely nothing during that time! A whole week wasted, and not one gem to tuck into my pocket, and keep for my homily.

Week 2 started and ended with so many lessons I could hardly keep up! I drove to the Glen to drive for 4 days and then volunteer for the club race on days 5, 6 & 7. A week I had been both dreading, and looking deeply forward to for a long, long time. I was dreading the being on my own, in an unknown region, with unknown drivers, and being a, well...unknown, but the day before I left, a little light shined down on my week. It turned out that 2 people I did know were coming. I didn't know them well...but that was OK. I knew someone, and that would be great. I knew loads of people coming to the Club Race, so the end of the week would bring me even more company.

Two days with the Niagara Region to start – what a cool bunch of people these are! I enjoyed myself immensely. There was classroom time,

***Chuck urged me on... seemingly reassuring himself every time I chirped, or drifted through a corner. "It's all right, it's aaaaaaall right."***

assignments on track, my instructor Chuck was a little like having Jackie Gleason in the passenger seat, all was well with my world. Chuck urged me on, faster, faster, and kept seemingly reassuring himself every time I chirped, or drifted through a corner. "It's all right, it's aaaaaaall right." I'm not sure who he was trying to calm. I felt pretty good to be honest, and I was the one with the wheel, and the throttle.

Days 3 and 4 were with the Metro New York Region. They were also a lot of fun. No classroom time, but well organized. By the end, my instructor Paul had said that if I drive with Metro again, he'd recommend I go solo at the Glen. YAY!!

The only glitch in my week was that I gotten so much faster, that I'd then had to brake that much harder, and my little rotors had taken about all the heat they could, more really, because now they were warped. (Is it OK that this fills me just a little bit with glee? I mean...me, little ole started less than a year ago, slightly huge probably over my head aspirations me....drove and braked hard enough at a world-class race track, that I had a

big grown up race car problem. I'm sorry, but it makes me grin, a little bit. :) )

Anyway, the brakes meant something else. They meant that my plans had changed. It wasn't in my best interest to spend the night in CT, go to the Grand-Am Lime Rock Race, and come home in Memorial Day traffic. It kinda meant I needed to go straight home on Sunday, just in case what was wrong with my brakes (hitherto undiagnosed) was detrimental.

And THIS meant that I could attend a funeral of a friend's dad. Here actually, was where week two's lesson came. It's not that I didn't learn a ton in timing and scoring, or doing a little pit crew work for one of our most famous (or perhaps infamous) drivers, or that being on a track for 4 days taught me nothing, it did, all of it. But it was at the funeral that the real lesson was presented to me.

I'd never met the man being honored, but I do know some of his family, and so off I went. It really was a beautiful service. It seemed to be dedicated to helping everyone there understand what kind of person we were there to honor. What kind of man it was that had profoundly influenced not only those I was there to support, but a congregation of over 300 people. The place was packed. And when you walk into a packed house

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## In This Issue...

We have lots of pretty cool stuff coming up! The Essex River cruise, AND Porsches and Polo! Yours truly won the coveted "best picnic" award last year based on my super coordinative skills. Come - and exhibit your culinary, and presentation skills!

Kristin Larson reports on her weekend at NHMS from the point of view of a Porsche lifetime member. It's pretty cool. Lots of us have stories about two short days, so if you didn't come up with us, at least you'll be well informed.

Finally - a plea for stories, ideas and writers. More than 100 people are signed up for the Canadian tracks. I need stories, and pictures, and fun stuff to put in! Help me show the club what a great bunch of people we've got here!

# Around The Cones

Steve Ross



The month of May finished out with a pair of autocrosses. The first, on the 15th, unfortunately turned out to be a soggy affair. After the first group managed to get three dry runs, the skies opened up and continued to soak all the participants. The event was called due to severe puddling on the course and the miserable time workers would have to endure if we continued. We adjourned to our new lounge down the street from the old one, now closed, to give out trophies and 'bench race' while everyone took the opportunity of quenching one's thirst.

Two weeks later the pylon punters gave it another try and this time the sun gods were with us and a strong 68 PCAers received their eight runs with few interruptions. Check out this issue for coverage of both events.

The next Wednesday, Steve Uliss, owner of Firefly's treated a group of region members to a great cooking school (also covered in this issue) with prewritten instructions for the home chef and a delicious combination of meats and dessert on

***I have never piloted a hybrid, because any of the many models, save the Tesla, has very little appeal to my sports car driving habits.***

which we all were fortunate to dine.

Kicking off in early June our first ever cruise night drew rather well, with over 35 cars at the monstrous Patriot Place parking lot, but cool temperatures and a viscous wind precluded much wandering about for members.

The next weekend was our first NER one in almost 20 years and brought out a flood of novices who were expertly instructed by our hard-working instructor corps, many of whom signed on for a second student to help with the training.

Late news as this being written (a few days late I am being told by our gracious editor), we held our 6th Spontaneous dinner in Sturbridge, thanks go to Scott Garieri and his wife. Note; Amy has written a full report for this issue including pictures of the event.

Interestingly, having driven all manner of automobiles over the years, I have never piloted a hybrid, probably because any of the many models, save the Tesla, has very little appeal to my sports car driving habits. So when I was going to dinner with an old friend who owns a Camry hybrid, I

asked if I could drive.

For those of you who have also not experienced hybrid driving the first thing you notice when pressing the start button that there is no noise or any indication of the car running, save the economy gauge that zooms to 60 mpg after a few seconds. Also noticed during the entire drive is the utter lack of any vibration and virtually no engine/motor noises. In addition there is no shifting sensation either. (The Honda CR-Z is the only hybrid that comes with a manual transmission.) What is interesting are the icons on the dash indicating where the drive force is coming from, the small gas engine, regenerative electric power, or the battery. Plus, when you stop the engine also stops, and then restarts instantly when the gas pedal is depressed, all in almost eerie silence. Acceleration is decent probably somewhere between an equivalent 4- or 6-cylinder version of the same car.

Would I get one? Not yet, as I see no advantages to a normally gasoline-powered car and, except for the Tesla, no version yet available that has performance potential approaching gas-powered cars at a reasonable price. Also, there is a severe weight penalty due to the batteries now in use, and if you factor in the higher selling price to realize better mileage the payback period is far too long to be economically viable.

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# Four Speeds & Drum Brakes

Tom Tate



Summer is finally upon us and while the start has been rather damp the garage doors are open and the driving season is in full swing. The Speedster has been out a few times making a lot of noise but the '57 is still up in the air getting full attention every night.

Like every restoration, everything takes twice as long as expected. I wasn't satisfied with the way the new German carpet laid down on the rear panels so I did it over until it looked correct, that took three attempts. The rear panel that fits under the back window has metal shafts that go through the rear bulkhead and locating the holes was a bit of a chore. Once installed, the ends had to be cut off and finished in black paint, which took a couple of nights.

I timed the engine installation with a weekend visit from the four grandsons in Salem. I needed an extra hand or three to balance the engine while I moved it from one side of the garage to under the back of the car. A floor jack is an easy way to move engines but balance is important

***It reminds me of trying to get a 100 lb. dog into a bathtub for his first bath. The same kind of moves, but with the engine you just don't get wet.***

because I have had more than one fall off the jack. Wrestling a 300 lb. engine back onto a jack with four wheels on it by yourself is a real contest. It reminds me of trying to get a 100 lb. dog into a bathtub for his first bath. The same kind of moves, but with the engine you just don't get wet.

The two older boys each held onto an air cleaner and the third one checked clearance as we snaked the engine past the Speedster, under the lift and between the workbench and the newly painted car. In case you're wondering, the fourth boy, Will, at 18 months, was fast asleep. As I normally do, I took another jack and raised the back of the car to allow enough room for the engine to slip under the tail panel and into the engine bay. The boys helped guide the car back on its jack stands and we were ready to install the engine. I raised up the engine until the two lower bolts lined up and then pushed in onto the transmission. It slid in almost all the way but we couldn't seem to get it pushed in that last two inches that would allow the engine studs to show enough thread to put on the nuts. There are a couple of

tricks to get that last distance covered but none seemed to work. I turned the engine over with a pulley wrench, Alex pushed on the jack, Sam wiggled the jack handle and Calvin watched for anything that might fall out. No luck. This happens some times and foul language usually helps but with my underage assistants that was not an option. We pushed and wiggled for a while but then gave up and went upstairs to dinner.

The following day was a banzai run to Lime Rock Park and back to see the Memorial Day races, which included the Grand Am. The boys ran go-carts and had their pictures taken with the Continental Tire girls.

Alex, the now 13-year-old, was reluctant to have his picture taken with a couple of scantily clad girls but finally gave in. I asked him when was the last time he had a pretty girl put her arms around him and he said, "the last time you brought us to the racetrack, Grandpa." Good memory, that kid.

I tend to over-think mechanical problems, and I spent the better part of three days thinking about all the things that could prevent that engine from going in correctly. Like all the problems with this car it turned out to be a non-event. On Wednesday evening I went down to the garage to have another

go at it and, in less time than it took for the dog to get comfortable, I gave the engine a push and a wiggle and it was in. I don't have any idea why that didn't happen three days before except that maybe the Puddle Jumper just wanted to show the boys that it's not that easy putting these cars back together.

A restored original Abarth muffler that I have been saving for this coupe went on like it belonged there. I had a similar four-pipe Abarth exhaust on my very first 356 and the look it gives the back of this car brought back a lot of memories. We all thought we were so cool.

With the correct German square-weave carpet in place, the door panels were next. I gave that task way too much thought also. The door panels are held on with screws that go into holes in the door that were put there by the factory. The new panels have no holes in them so my job was to figure out a way to find the existing holes in the door and somehow mark the panels from behind in the proper place. I could have just drilled new holes in the panels and into the door but then I

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# Flat Sixer

John Bergen



Hello fellow NERers and welcome to July. I can't believe that the year is half over already. It seems like just yesterday that there was a ton of snow on the ground. Wow, how time flies.

I had all of these great ambitions to hit the autocross circuit in order to get some good seat time in the 993. To date I have not made one, that means I am zero for two at NER events. People are wondering if I will ever go back to autocross. The thing is I really enjoy autocross, and I am looking forward to taking Dylan there next year so that he can drive. But for some reason this year it has proven extremely difficult for me to make the trip up to Devens.

I guess part of it is that the NER events are usually held on Sundays. For me, Sundays are a bit hectic where I am trying to make sure that I have all my things in order and that I am packed for Connecticut. I start the process during the day but I often get distracted with other things going on, "and the next thing you know old Jed's a millionaire!" This is a big reason I probably avoid

***(As) I shifted from third to fourth the shift handle came off the shifter. This was quite shocking to me...***

trying to do things on Sunday that require a lot of time commitment from me.

Most Sundays I am lucky if I get to bed by 10:00 pm. This gives me, if I fall asleep immediately, about six hours of sleep. Of course I never fall asleep right away. You know how that is. When you know you have to get up early the next day, and you really need to get to sleep quickly, it never happens. I find myself thinking about things, most of them work related. These thoughts then trigger more thoughts, and time marches on, so to speak. When I finally do fall asleep it's probably after 11:00 pm. Then I usually wake up around 2:00 or 3:00 am with a jolt, thinking that I somehow overslept and will be late getting to work.

I need a vacation! Speaking of vacations, I did take a day off recently in June. This was the Friday before the NER Driver Education event at New Hampshire Motor Speedway. I needed a full day to get my stuff together and to load the car onto the trailer. Needless to say, I had visions of gobs of time on my hands. Why is it that I never learn? There were so many things that I needed to run around and do that by the time I got everything done it was after 6:00 pm.

Anyway, I had made the executive decision for this NHMS Event that I would drive up Saturday morning. Part of this was driven, pun intended, by my Monday morning commute routine. I figured if I can get up at 4:30 and then drive for 3 hours, I most likely should be able to get up at 5 and drive 2. This would put me at the track right around the time that the gates opened. Brilliant! The other part was driven by dollars; I was shelling out \$89/night for the Red Roof Inn. That's unbelievable considering I routinely pay \$55/night for a 3+ star hotel in Stamford — think Hyatt, Hilton, Marriott, etc.... The Red Roof Inn just doesn't come close.

Anyway, god it sucks getting up early. I am kind of used to it by now and I can't remember what it was like before my current job. It seems that every day now I wake up at some ungodly hour. Did I mention that I really need a vacation?

So back to my story. I did manage to get up early and hit the road without any incident. I stopped along the way for a large coffee and some cash since in my effort to be stealthy I left

my wad of bills on my dresser. My night vision just isn't what it used to be. When I got to the track there were a good number of people waiting to get in. One new thing for me was the dual registration lines. This helped streamline the process a bit and I was able to zip through registration in no time.

Then it was off to find my garage and unpack the car and truck; always a fun time. Things were moving along nicely and before I knew it I had been through tech inspection and was on my way to the drivers meeting. All along the way I was reconnecting with all of my track buddies, and it was great to see everyone. For me this was my first event of the year, but for most everyone else they had already been to two or three events.

I have to admit that I was a bit apprehensive about this event. This would be my first foray in the 993, not to mention that I would be driving on Pilot Sport Cups of unknown age (i.e. I wasn't sure how many heat cycles they had seen). You may be wondering why I would do such a thing, drive on tires of unknown age. I thought that this would be a good way for me to keep my speed down initially and to learn the handling characteristics of the 993. If I had slapped a new set of Hoosiers on, then I would not really know how the car handled during conditions of sub-optimal adhesion.

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# Minutes Of The Board

Joyce Brinton – June 8th, 2011 NER Board Meeting



**M**embers present: Joyce Brinton, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, Bill Seymour, Matthew Wallis, Michelle Wang.

The board met at 6:30 pm on June 8th at the home of Joyce Brinton and Bruce Hauben. About an hour was spent socializing over drinks and snacks followed by dinner. Coffee and cookies were served after the formal meeting was called to order at 7:37 pm.

Since Fedele Cacia could not attend the meeting, Steve Ross provided an update on recent and upcoming meetings. The Cruise Night at Patriot Place in Foxboro attracted 30–35 Porsches, but unfortunately the plan to park together was thwarted since the space we had arranged to reserve for NER failed to materialize. The Cooking School at Firefly's (thanks to NER member Steve Uliss) was well attended and enthusiastically received by everyone in attendance. The 5th Spontaneous Dinner is taking place on June 15th at Rovezzi's in Sturbridge (hopefully many of our western Massachusetts members will be there).

As for future events, there will be another Essex River Cruise (followed by lunch at Woodman's) in August — a promo and registration information will appear elsewhere in this NOR'EASTER issue. If enough people register, we will be able to have the boat to ourselves, so be sure to register early. On September 11th we will enjoy a polo match at the Myopia Hunt Club and attendees can compete in a contest for the best picnic lunch set up. Information and registration forms should be in both the July and August issues of the NOR'EASTER and on the NER website. In October, we will hold an auction of Porsche "stuff" at the Museum of Transportation in Brookline. Details will appear in a later issue of the NOR'EASTER.

Amy Ambrose was unable to attend the meeting but submitted the following membership report: 1,382 primary members, 961 affiliate members, for a total membership of 2,343. There were 19 new members, 2 people transferred into NER and 16 people transferred out of NER (none were from Massachusetts).

Steve asked Chris Mongeon to present the Treasurer's Report which, as usual, showed that NER's finances are in good shape. After a few questions were asked and answered, the report was unanimously accepted.

Bill Seymour provided the following report on the various NER driving activities: Charlie Dow is

working on the annual fall tour — stay tuned for more information in a month or two. The second autocross was held and had typical attendance. Bill is working on getting pictures to post on the website. The Autocross Committee requested approval to purchase an extended warrantee for the new timing equipment, which would cost \$320. After discussion, the request was not approved, as it did not seem cost effective. Steve Ross reported that a promo for the annual Concours has been prepared and he is soliciting the 928 and 356 groups to participate (as they have in the past).

Bruce reported that the Ramble was a success — 140 cars (a record) participated. There were no incidents and people had a good time. Folks said Cooperstown couldn't be beat but many said this Ramble was the best so far. Within the first three weeks of registration, the Ramble was almost 75% sold out and we ended up with a wait list. Fortunately, we were able to get wait-listed people in (although some had to eat in a different dining room on Saturday night). So, a word to the wise: sign up early next year when we will be going to the Stowe Mountain Resort.

Bruce also reported on the DE program. The May Novice Day actually made a little money. The June 4–5 event was very well attended and went very well with no incidents. We had 40+ drivers in the Green and Yellow run groups, which means the

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## Happy PCA Anniversary

### Thirty Years

John Keane

### Twenty Five Years

Robert Galvin

### Twenty Years

Robert Rizzotto

### Fifteen Years

Robert Brenner

Sean Lannan

David Parsons

Charles Ritter

### Five Years

Brian Arthur

Paul Brown

James Crosson

Richard Fisher

Matthew Foscett

Barbara Hillier

J.C. Marin

Stefan Sherwood



# Ahead of the Curve

Fedele Cacia



For the last two months I've been hoping to give a report on my car and how it turned out after a major engine rebuild.

If I've learned one thing about building a "project car," it's that nothing goes to plan.

As nice as it is to have something unique that you know no one else has, I have to sometimes wonder if it's worth all the frustrations and disappointments that you have to go through to get there.

I have literally lost sleep over this car, had nightmares over what surprise, and indeed expense, is around the next corner. I would feel like the car was just days from completion so I would book an event and then something else would throw us a curve ball and I would miss the event! I've missed four events so far like this!

I am not good at handling bad news and poor Kenny, of "Conway Auto Works" who is doing the work, has been very patient with me over the last few months. I'm surprised that he hasn't kicked me out of his shop yet! Thanks Kenny, you're awe-

***I have literally lost sleep over this car, had nightmares over what surprise, and indeed expense, is around the next corner.***

some!

I did finally get my car back last week and it feels great to get behind the wheel again, but when we tried to map it, it was calling for more gas and the "oversized injectors" that we installed were apparently not "oversized" enough. So I have to keep the car under 4,000 rpm until next week when it goes back to have 60 lb. injectors installed and a re-mapping. I'm keeping my fingers crossed, but not booking any events!!!

I don't want to talk too much about what we've done to the car, as I would like to share that with you in its entirety when it's finally completed, but I will tell you that today I decided to throw caution to the wind and get the windows tinted. Yes dark, very dark, as in very dark, including the windshield!

I figured, what the heck, I have no cat, no muffler, and a cut down front license plate; what's one more thing?

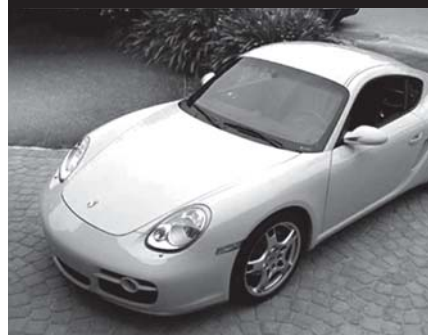
On the upside, I don't need to wear sunglasses while I'm driving and the dark windows really make the yellow look cool!

So I'm starting a pool, how long can Fedele stay out of jail?

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# The Long and Winding Road

Bill Seymour



It is early June as I write this and the car-driving season is now well underway. We finally got an autocross event that was not weather impaired, and it went pretty well. While we continued to struggle with some timing light issues, we managed to get our full complement of 8 runs (although we fell short of the aspirational 10 runs). Part of the problem is bad news/good news/good news: lack of worker training. The bad news is that management (me) is not getting the workers prepared for their jobs very well. But the good news is that this is a fixable problem — we will get better as the season progresses and we will have written job descriptions in the near future. The other part of the ‘good news’ is that this indicates that we are attracting some newbies. For many of these folks, working at an autocross is their introduction to NER driving events and that is a good thing. We have three more autocrosses, plus the NCR autocrosses and the Zone 1 event, so I hope

***For many of these folks, working at an autocross is their introduction to NER driving events and that is a good thing.***

to see you at these.

I will miss AX #3 (and it will probably run better!) as I just signed up for Calabogie, which will be a new track for me. I just hope that my car and I hold up for the six days of track time when you put that together with Mont-Tremblant. (Actually, the car got a break as my daughter had to cancel out of Mont-Tremblant with work conflicts. And I obviously needed to use up the refund so I quickly signed up for Calabogie.)

In my last column I speculated that my Cayman negotiates turns 1 and 2 at New Hampshire better due to its mid-engine design (which I learn is referred to as “MR” for “mid-engine, rear drive.” (Super techie types will want to skip the rest of this column since it will rehash old news for them.) I am somewhat familiar with the handicaps of RR (“rear engine” — meaning engine behind the rear axle — and “rear drive”) as a 1960 Porsche owner. I say “somewhat” for two reasons: 1) newer RR cars — think 997 GT3RS, for example — may be a little more sophisticated than my swing-axle 356, so some of the handling problems I note have been fixed and 2) I don’t drive the 356 on the limit. (I did drive it out to Devens for an autocross school and experimented a bit. The overwhelming sensation

was not so much the scary handling but of the fact that I felt like I could get out and push it faster than it was going.) But it is certainly conventional thinking that MR is a superior design to RR for a sports car (think F1) so why does Porsche persist — are there advantages to an RR design or is the 911 layout just driven by an interest in maintaining brand legacy?

Certainly there are good reasons for a RR design in an economy car (and the original 356s grew out of VWs): the engine placement allowed better use of interior space, weight was over the drive wheels for good traction and, when using an air-cooled engine, the “empty air” at the back of a moving vehicle aided cooling. Thinking ahead, RR also allows an easier solution to all-wheel drive since both axles are on the same side of the engine/transmission. What came as a new realization to me, however, was the advantage of a rear-biased weight distribution, which can be as severe at

37% front/63% rear in some Porsches.

While this has the negative impact of increasing the rotational inertia and limiting quick transitions (the reason the Cayman does better than a 911 in turn 1 and 2 at NHMS), the rear weight bias

has the double benefit of shifting weight advantageously in both acceleration and braking. Under acceleration, weight is shifted to the rear drive wheels. Under braking, weight is shifted forward (as much as 30%) so that the balance is close to 50/50 and all four wheels can contribute equally to braking. (Note to the techies who ignored my advice to stop reading: yes, the effect is technically load transfer, not weight transfer. Weight transfer refers to the shift in the center of mass of the car caused by suspension and tire deformation under load.)

While load transfer is the main benefit of the RR layout from a performance standpoint, it also produces a nimble driving feel with quick turn-in (until the under-weighted front wheels result in understeer). And in the hands of a skilled driver, the added rotational inertia can be used to advantage (trail braking) to rotate the car advantageously in some situations (autocross and, I would think, rallying).

All that said, however, I’m happy to stick with the Cayman. While I’d like a little less understeer (GT3 front lower control arms would help, but then I’d

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# Torqued Up

Amy Ambrose



The verdict is in! Our spontaneous dinners have erupted spontaneously as a success! Allow me to tell you how they all began. A few months ago our illustrious president, Steve Ross, attended a biannual president's meeting where all the zone 1 presidents meet, update and share ideas. Always on the lookout for another reason to help our membership enjoy the club, he returned with a load of new ideas to that end. Since our region is so geographically disparate and not everyone is able to attend the events for that precise reason, the spontaneous dinners will come to you! I know for me, spontaneous is my middle name. I rather enjoy the idea of not having to decide until the last minute, and even then, just being able to show up without rsipping. As membership chair, I am the person from whom our email blasts are sent. That means I get all the immediate feedback - from typos (which of course aren't mine but woe is me who doesn't proofread the text sent to me) on down to requests for information on other ac-

***I know for me, spontaneous is my middle name. I rather enjoy the idea of not having to decide until the last minute...***

tivities. All requests are welcome, but I did receive a number of queries as to when/why/where was the next one in MY locale? One of those asking was member Scott Garieri - to which I responded 'Hey thanks for volunteering! You are welcome to plan the next one in your neighborhood'. That is my little joke amongst board members. We are all volunteers so when someone has a critique/query, my response has become 'thanks for volunteering!'. Generally it is met with a chuckle, but in this instance Scott stepped up to the plate and hit it out of the park. Not only did he have a restaurant in mind to pass along as a suggestion, but he emailed our prez with a restaurant name and dates that we could do it, having already cleared it with the restaurant owner. On top of that his pick just happened to be of my favorite restaurants in Sturbridge. It is fabulous and my personal choice for a stopping point on my way home from Lime Rock. I have never been disappointed with Rovezzi's and highly recommend it to anyone who appreciates fine homemade Italian food as well as a stellar wine list.

Even though the evening was accented with sheets of torrential rain and there was a hockey

game happening later in the evening, we had a lovely turnout. Everyone left smiling, having made a few new friends and gathered more information about the club and what we have to offer. I do believe Roberta even won a raffled off dining certificate from Chris Rovezzi! So keep an eye out for the next spontaneous dinner coming soon to your neighborhood...even sooner if you hop up to the plate and give us your personal recommendations.





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# NER AUTOCROSS SERIES EVENTS #3 (July 9<sup>th</sup>) AND #4 (August 7<sup>th</sup>), SPONSORED BY

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NER's two mid-summer autocross events are coming up on Saturday July 9<sup>th</sup> and Sunday August 7<sup>th</sup>. We are promising plenty of nice hot asphalt so you can get ferocious grip and work on your tan! We'll supply some water but it's a good idea to bring your own along with a hat and sunscreen.

We've streamlined the check in process and shortened the down-time so there will be as many runs as possible. Novices are encouraged and will be warmly supported – there is a special gift for first timers! If you haven't been doing driving events with your Porsche, what are you waiting for? It will be a long cold winter so take advantage of the good weather now!

The cost per event in advance is \$35 for members, \$40 for non-members. Onsite registration is \$45 for members, \$50 for non-members.

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

General questions: contact AX Co-Chair Bill Seymour ([autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)). For registration information, contact Autocross Registrar Jon Cowen ([jcowenner@gmail.com](mailto:jcowenner@gmail.com)).

## **Directions to Fort Devens**

From I495 or Rt. 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.

## 2011 Calendar At-A-Glance

### July

7-9 NER DE @ Calabogie  
9 NER Autox @ Fort Devens  
11-13 NER DE @ LCMT  
20 Board Meeting  
31 Porsche Parade, Savannah  
Georgia

### August

1-6 Porsche Parade, Savannah  
Georgia  
7 NER Autox @ Fort Devens  
10 Board Meeting  
15 NCR DE @ LRP  
21 River Cruise  
26-28 NER DE @ Watkins Glen  
26-28 Zone 1 Autox @ Fort  
Devens

### September

3 NER Autox @ Fort Devens  
7 Board Meeting  
10 PorscheFest Concours  
d'elegance  
11 Porsches and Polo  
15-18 PCA Escape 2011 Flag-  
staff, AZ  
15 NCR DE @ NHMS  
16 NER DE @ NHMS  
17 NER Autox @ Fort Devens

### October

8 NER Autox @ Fort Devens  
10-11 NCR DE @ NHMS  
12 Board Meeting  
18 NER Autox @ Fort Devens  
TBD Auction at Lars Anderson  
TBD Fall Rally

### November

9 Board Meeting

### December

3 Annual Dinner  
7 Board Meeting

## Essex River Cruise August 21st @ 1:00 PM

Join your fellow NER members in a delightful summer tour of the historic and beautiful Essex river area aboard special tour boats with a running commentary by the captain of the vessel. Plan to arrive ½ hour before the tour so that we can leave on time.

After the 1 ½ hour cruise we will adjourn to Woodmans seafood right down the street for lunch.

For further information check out this link. [http://www.essexcruises.com/erc\\_p/tours.html](http://www.essexcruises.com/erc_p/tours.html)

NAME(S) \_\_\_\_\_

EMAIL ADDRESS (please print) \_\_\_\_\_

COST IS \$25 PER PERSON; MAKE CHECKS PAYABLE TO PCA/NER AND MAIL TO;  
Fedele Cacia, 158 Walnut St., Natick, MA. 01760. Questions; email fedele at fed-  
elecacia@verizon.net

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# Porsches and Polo at Myopia Polo Club, Sunday September 11th

On Sunday, September 11th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. We'll have exclusive field side parking assigned to the Porsche Club members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going break out the crystal and china to impress the judges and your friends. Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukker, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field.

Admission can be paid at the gate and is \$10/person or \$20/carload (yes, a 911 can hold 4 people ...). Plan to bring your own food and refreshments. The Porsche Club will have its own designated parking area for tailgating and socializing. Gates open at 1:30 and Match Time is 3:00 PM.

In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by email or mail using the form below; please send your registration requests in by September 1st.



In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by email or mail using the form below; please send your registration requests in by September 1st, 2011.

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

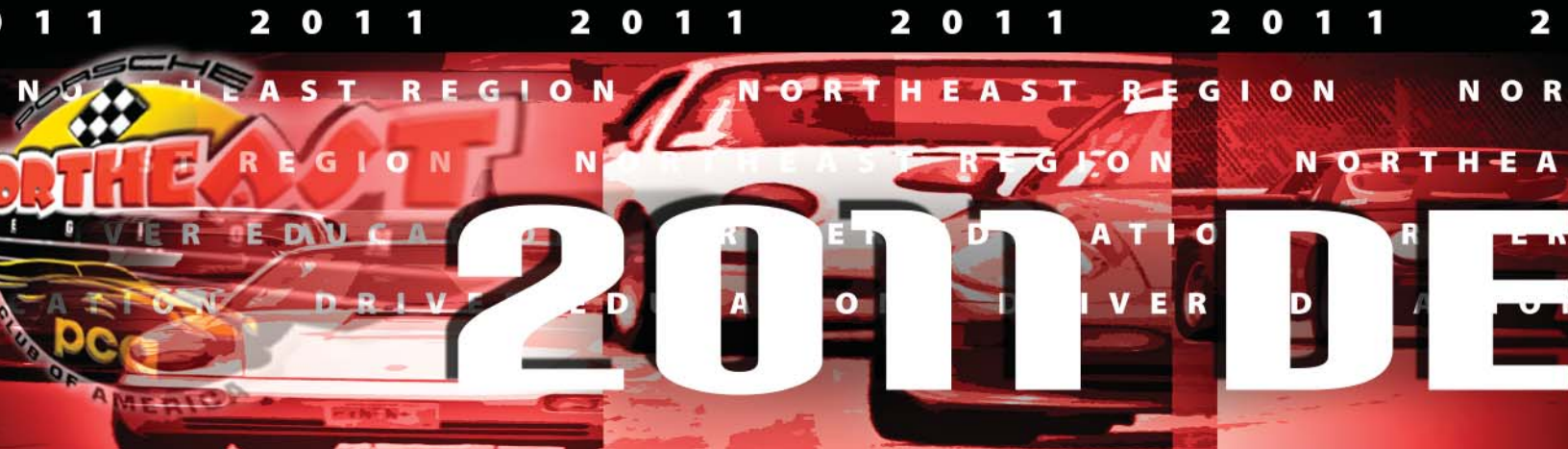
City/State/ZIP \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_



**Directions:**  
From the North: Take Rte 95 S to Rte 133 E; Take Rte 133 East to Rte 1A South (Rte 133 and Rte 1A join). Follow Rte 1A South through Ipswich and on to Hamilton. Look for the Polo Grounds on the left, approximately 2.5 miles after the Hamilton Town line

**From the South**  
Take Rte 128 N to Exit 20A (Rte 1A North)  
Follow Rte 1A North for 3.8 miles through N. Beverly, Wenham, and S. Hamilton. Look for the Polo Grounds on your right.



# What is Driver Education?

Copy by Bruce Hauben

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 racetracks in a safe, controlled and fun environment. Typically a DE event is run over 1, 2 or 3 days. Each day having four or five driving groups (divided by experience and skill level) on track 4 times for 20 to 30 minutes each. To ensure maximum safety and fun you're placed in a run group with other drivers with similar experience and skill levels. In the novice 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 even 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 our summer at DE events include laughing with new and old friends over the events of the day, or as an instructor sharing what I've learned and watching the smile of new students as they discover what they and the car are really capable of. But I'm one of the crazy addicts. Many attend only a few a days a year, and enjoy building their competency and letting the car do what it was built to do.

For this 2011 season we've lined up some great tracks and events; five different tracks as you'll see below, including two favorites in Canada and weekends at NHMS and WGI.

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.

## 2010 Driver Education Schedule – Overview.

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

Event Date	Days	Track	Host	Registration	Pricing*		
				Open Date	Inst	Solo	Student
April 8-10	Fri/Sa/Sun	New Hampshire	NCR	See NCR	Free	\$TBA	\$TBA
May 5	Thur	New Hampshire	NER	Mar 1	Free	\$160	\$185
June 4-5	Sa/Su	New Hampshire	NER	Mar 1	Free	\$320	\$370
July 7-9	Thur/F/Sa	Calabogie	NER	Mar 1	\$275	\$495	\$585
July 11-13	M/Tu/W	Mt Tremblant	NER	Mar 1	\$285	\$525	\$595
Aug 15	Mon	Lime Rock Park	NCR	See NCR	\$75	\$195	\$195
Aug 26-28	Fri/Sat/Sun	Watkins Glen	NER	Mar 1	\$270	\$495	\$570
Sep 15	Thur	New Hampshire	NCR	See NCR	Free	\$150	\$175
Sep 16	Fri	New Hampshire	NER	Mar 1	Free	\$160	\$185
Oct 10-11	M/Tu	New Hampshire	NCR	See NCR	Free	\$300	\$350

\*Subject to change

NOTE: Instructors are no charge (N/C) for NHMS provided they register 21 days 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

#### Registrar

Mark Keefe - 508-529-6127

#### Track Chair

Bruce Hauben - 978-952-8517

#### Event Registration

www.clubregistration.net

#### North Country Region (NER)

(NCR) www.ncr-pca.org

#### Registrar

John Lussier - 802-728-4457

de-registrar@ncr-pca.org

#### Track Chair

Mark Watson

603-488-5405 or cell 603-854-0643

de@ncr-pca.org

#### Event Registration

www.motorsportreg.com

NHMS - www.nhms.com

NCR - www.ncr-pca.org

WGI - www.theglen.com

NCR - www.ncr-pca.org

LMCT - www.lecircuit.com

LRP - www.limerock.com

CMP - www.calabogiemotorsports.com

### What's new for 2011?

#### Lots of Days, Lots of Tracks, 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 20 days of driving on five different circuits; including a return to Lime Rock Park. In answer to many requests, we have 3 weekend events in 2011; two at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 10 total days there; and a 3-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 11-13, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing. And that event is immediately preceded by a 3-day event also in Canada at Calabogie Motorsports Park, July 7-9 with the 10th set aside for travelling to LCMT, only a 3 hour drive.

#### Allegheny Region

Our good friends at ARPCA have been joining us at our Canadian and Watkins Glen events, helping to make them successful. They run their own excellent DEs and this year are at Watkins Glen May 13-15, Beaver Run Aug. 20-21, and Mid-Ohio Sept. 23-25. Full information is on their web site and registration is through MotorSportReg.com.

#### For those new to DE:

2011 will feature our annual Novice Day with a few new wrinkles. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 5th and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development (and possibly with pro-driver and coach Dennis Macchio) 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 instructors. *Note: While details are still being worked out, the plan is for the Novice Program on May 5th 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 DE Event: Drivers in the Blue, White and Black run groups may register for the May 5th event and participate in a normal DE day.***

#### No more paper... save the planet!

NER is no longer accepting paper registration. To register for any event hosted by NER you will need to do so online at clubregistration.net. Once registered with clubregistration.net it is a quick, simple process to sign up for an event, and payment through PayPal 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 LCMT 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 5th Novice Day event you must go to NER's registration website and for the NCR DE events at New Hampshire and at 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 region, you will be able to log in and will be automatically remembered. ***Be sure to up-date your car info if you change cars AND keep your email address current!***

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 1, 2011.

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 most 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 are notoriously late in registering; so Student drivers, sign up early. It's also particularly important for the Mt. Tremblant event, July 11-13, 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 credit card through PayPal, 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 Registrar, Chief Instructor and/or Track Chair and will be determined by the individual circumstances of each 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 are 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 other 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 a downloadable NER Tech Form 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 responsibility from the driver/owner of any vehicle 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 five 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

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## Charity Activities at the Calabogie and Mt. Tremblant DEs

This year NER's charity events will once again benefit Angel Flight, NE -- an organization of private pilots who provide transportation to medical facilities for those in outlying areas of the Northeast US. We've planned the following activities to take place during our July Calabogie and LCMT events.

In case your family and friends missed out on the opportunity last year, or if they want a repeat performance, we will offer opportunities for a Taste of the Track at both Calabogie and LCMT during some of the non-instructor run group sessions on the first two days (and possibly on the morning of the final day). (Because of the limitations on run group size at LCMT, these opportunities will be very limited at that event.)

We hope to offer Parade Laps during the luncheon break at Calabogie... but must confirm whether minors will be permitted to ride in the vehicles. When we know whether that will be possible, a notice will be posted on the Event Information section of the Driver Education portion of the NER website.

Unfortunately, we may not be able to have Parade Laps during the LCMT event because the lunch period will most likely be shortened to allow drivers to have maximum track time. I know this is a disappointment for many of you since so many families accompany DE participants to the LCMT event. If this situation changes, we will notify registered drivers in the Track Rats message and by posting the information on the Event Information section of the Driver Education portion of the NER website.

If you don't know what Taste of the Track or Parade Laps are, here's a bit more detail. These opportunities are great for introducing your family and friends to what you are doing out there on the track -- and, who knows, they may become hooked on the sport, just like you are.

**Taste of the Track:** If Parade Laps aren't exciting enough for you, then maybe a Taste of the Track is what you want. Individuals 18 years of age or older can be a passenger in an instructor's car during one of the regular non-instructor run groups on the first two days of the event (and possibly on the morning of Day 3). To take advantage of this opportunity, the individual must have completed an application form, signed the NER waiver, have a wristband, be wearing an approved helmet (Snell 2005/M2005 or later), a long-sleeved shirt, long pants, and close-toed shoes. A donation of \$40 is requested and, of course, more is appreciated. Because

many of the run groups at LCMT are filled to the 30-car limit, opportunities for Taste of the Track rides will be limited at LCMT.

**How to sign up:** Sign-up sheets will be available at the Control Tower on the first two days of the event. The individuals participating must appear in person to complete the application form, sign the waiver and get a wristband. Have fun!

**Parade Laps:** When our contract with the track and our schedule permits, we offer Parade Laps during the luncheon break. With a pace car in the lead, licensed drivers may take any car or truck onto the track -- no helmets are worn but all passengers (including the driver) must be properly seat-belted. The pace car will travel at a slow to moderate speed, following "the line" and the parading cars are not permitted any passing and are expected to drive with care. To participate in Parade Laps, the driver of the car must pay a \$25 fee (more is always appreciated). All those in the car must have signed the NER waiver (and if minors are permitted, a minor waiver must have been completed by a parent) and be wearing an NER wristband.

**How to sign up:** Sign-up sheets will be available at the Control Tower on the first two days of the event. Anyone who has not already signed the NER waiver must appear in person to sign and receive a wristband.

If you have questions and/or want to sign up in advance, please contact Joyce Brinton at [joyce.brinton@gmail.com](mailto:joyce.brinton@gmail.com)



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2011 NER DRIVERS EDUCATION EVENT

# WATKINS GLEN

## INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by  
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EUROPEAN PERFORMANCE  
ENGINEERING

**AUGUST 26 - 28, 2011** Co-hosted with North Country Region

### Registration Open NOW

**You read it correctly. Our second annual 3-DAY weekend DE - Friday to Sunday - at Watkins Glen. Everyone may drop your rigs on Thursday night 6-10pm. Register for this event NOW!!**

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

Many drivers name The Glen as their favorite track. From it's ragged infancy in 1948 through many incarnations over the years, The Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races.

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

We'll hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red group drivers, emulated by some, duplicated by none. All drivers and guests are invited to a beer and wine social Friday at the lakeside pard immediately following our track driving.

Garages will be available on a first registered first served basis for \$50 /3 days. Sign up now.

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

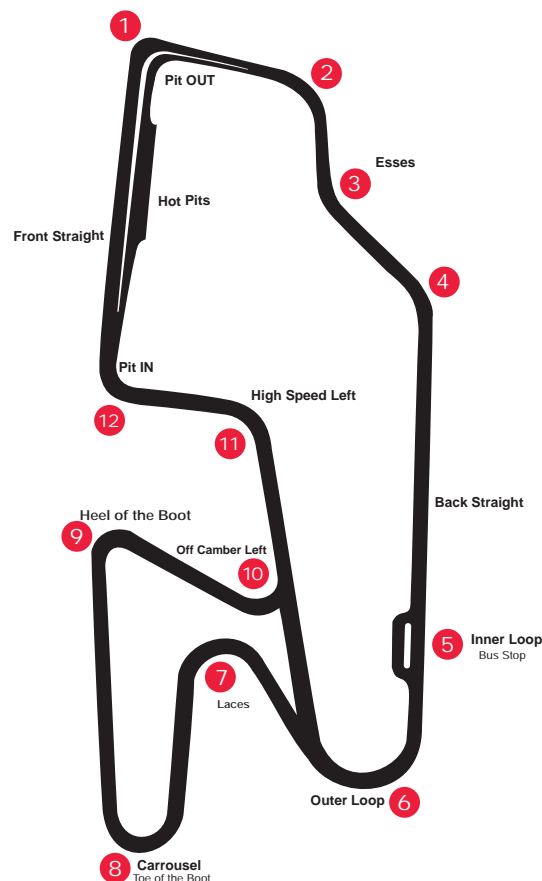
Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com). Pricing for the event is as follows:

Students	\$570
Signed off Drivers	\$495
Instructors	\$270

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

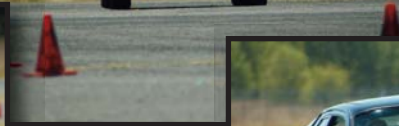
**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

**Event questions?** Contact Bruce Hauben, Track Chair, [TCChair@PorscheNet.com](mailto:TCChair@PorscheNet.com); or 978-952-8517 before 8 PM.



# 2011

## Zone 1 Autocross



### August 27th - 28th, 2011 Moore Airfield Ft. Devens Ayer, MA

#### The Event

This is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCRs) for Medium Sized Regions are used for classifying. Entrants must compete both days to trophy. Team Challenge for All PCA Regions. Registration opens 8:00 a.m. sharp, first car off approx 9:15 a.m. Porsche cars only. Dinner on Saturday night after the event.

#### Cost

\$60/person early bird-registration until 8/12/11  
\$85/person after 8/12/11  
\$45/person for Saturday dinner  
Amounts are for one or two days  
Online registration via clubregistration.net only.  
No on-site registration.  
Registration will open 7/1/11 and close 8/24/11

#### Host Hotel

Springhill Suites by Marriott  
(<http://devenscommoncenter.com>)  
31 Andrews Parkway Devens MA  
Phone: 978-772-3030  
Rate: \$129/night + tax  
Refer to Code: "AXPC" for group rate  
You must book by 7/28/11 for group rate

#### Event Contacts

Zone 1 Autocross Chair: Don Coburn  
(516) 804-2562 [autoxerpc@aol.com](mailto:autoxerpc@aol.com)

Zone 1 Registrar: Aaron Ambrosino  
(518) 729-0017 [aambrosi@mac.com](mailto:aambrosi@mac.com)

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>



# PORSCHEFEST 2011

SATURDAY, SEPTEMBER 10<sup>TH</sup>, 2011



*On the lawn at the Larz Anderson Auto Museum - Brookline, MA*

*Put a little shine on your favorite Porsche and come join the fun with hundreds of Porsche aficionados on the spacious lawns of the Larz Anderson Museum of Transportation. Enter your car in NER's Annual Concours d' Elegance, or just enjoy mingling among an amazing variety of Porsches from early 356 models to the latest 997s... and even some full out Porsche race cars.*

## CONCOURS D' ELEGANCE

*Have you ever entered a Concours? Ner makes it easy with four classes of competition. Maybe you just want to mingle, enjoy the afternoon and have a picnic. Last year, over 90 Porsches were registered for the Concours, plus plenty of "visiting" Porsches, not to mention the occasional Lamborghini, Ferrari and classic MG. The grounds at the Larz Anderson estate are always great for a picnic. As always, NER will have a caterer on site, grilling away to keep the hungries at bay. Need a change of pace? Visit the Museum exhibits, the gift shop or check out NER's merchandise at our Goodie Store under the tent.*



# PORSCHEFEST 2011

SATURDAY, SEPTEMBER 10TH, 2011



**Something for Everyone... Plan to visit the Museum Exhibits and Gift Shop.**

## CLASSES

**Park & Wipe Concours** - Get started with this fun and easy class. At the event, we'll select a small section of your car for judging. Entrants get 30 minutes for cleaning and then it's time to judge. Give it a try!

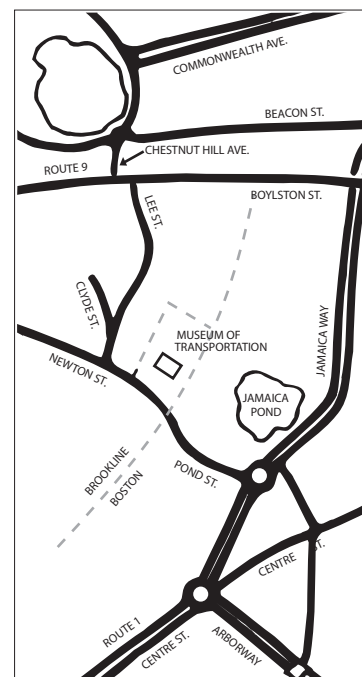
**Track / Race Car Concours** - Park your Club Racing or DE Porsche on the lawn, and let the people speak. Our attendees will cast ballots to pick the coolest racecars.

**Top Only Concours** - In this class, the exterior and interior of your car will be judged by the entrants. Make it shine, but don't worry about the trunk or engine compartment.

**Full Concours** - The real thing. The exterior, interior, engine compartment and trunk are judged by our experts. The fine details count here.

## SCHEDULE FOR THE DAY:

<b>Entrants arrive</b>	<b>9:00 am</b>
<b>Spectators arrive</b>	<b>10:00 am</b>
<b>Park N' Wipe Concours</b>	<b>10:30 am</b>
<b>Judging - Top, Full, Race</b>	<b>11:00 am</b>
<b>Picnic Lunch</b>	<b>12:30 pm</b>
<b>Awards Presentation</b>	<b>1:00 pm</b>



## Concours Registration Form

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

Entrant Name: \_\_\_\_\_

Address: \_\_\_\_\_

City / State / Zip: \_\_\_\_\_

Phone (day): \_\_\_\_\_ (evening): \_\_\_\_\_

E-mail address: \_\_\_\_\_

Porsche (year / model / color): \_\_\_\_\_

PCA Region: \_\_\_\_\_

**Select an entry option & check the box:**

☐ Full

☐ Top Only

☐ Track & Race Car

☐ Park & Wipe

Please send your check for **\$25**  
(\$35 day of event)  
per car entered (payable to NER/PCA)  
along with this form to:

**Steve Ross**  
**49 Village Brook Lane**  
**Natick, MA 01760**

Questions? Contact Steve Ross at  
508-653-1695 evenings until 9:00  
or e-mail to: [slr944@aol.com](mailto:slr944@aol.com)

Pre registration is due by September 3rd, 2011.





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**PORSCHE**



# Autocross No. 1: A Novice Report

Copy By: Duncan Dana

There is something familiar in the writing of an article for a community of unquestionably interesting individuals and my novice driving experiences in autocross. Both are unfamiliar endeavors that I enter almost passively, with excitement, fear, and a sense of exposure, particularly when it is raining. I find in autocross or any other demanding driving experience, a wonderful mixture of intuition, intellect, and creativity that manifests itself in my physical responses at the wheel of my red Cayman. Despite my poor lap times, I would be hard pressed to find any child/adult experience that gets any better than the bullish, heart pounding and physically exhausting days that this novice driver has enjoyed.

Although sincere, enough of this introspective, self-effacing silliness. What really would be great is that the hand of God, after the brilliance of this article drives it to go viral, taps me on the shoulder and declares from the raining skies of Fort Devens, "No. 1: The Pulitzer is back in New York," and "No. 2: There is, down the road, a pint of Speckled Hen with the inscription 'First Place' waiting on the bar at 31 Main." I truly wish life choices were obvious and simple but this is my choice to be made and make it I will, based on my maturity level at the moment, which spikes both up and down.

I feel sure that the chances of my having a conversation with God are as likely as me winning my class in autocross because that would require me besting Bill Seymour and his black Cayman which isn't going to happen soon and leads me to my new "four second rule."

I have consistently been four seconds slower than Bill, our autocross chairman and driver extraordinaire, and I now have an excuse that doesn't have anything to do with lack of intelligence or driver skill. I have Jon Cowan, our autocross registrar, to thank for providing the basis for, I think, a reasonable rational/excuse as to why I am four seconds slower per lap than Bill, who continues to win in his class, event after autocross event, year after year. This reasonable explanation is, according to Jon's e-mail to Sunday's rained-on participants, that the wet conditions add four to five seconds to your lap time. Hence, and I don't know how, nor can I explain why it is that in the five auto crosses I have attended, I appear to be the only one driving as if I were on a seriously wet course run after run, event after event. It must have been raining wherever I was on the course... Now, having built a theory to defend my driving, I realize that I have no explanation for the fact that last Sunday it rained on everyone and that I was still four seconds slower. To be clear, the effect of this mysterious "singular wet condition" cannot be compared to the rain I drove in, at my first DE at NHMS two weeks ago. I understand we have been talking autocross but I would like to think about the supportive role that each, DE and autocross, provides for each other. As a novice autocrosser I saw one as being distinct from the other, one as a step to the next. I was wrong. My DE experience has informed me in ways that I don't think I was ready to process at

Fort Devens and vice versa. I am going to resort to slight exaggeration to make a point: there is a world of difference between the aggressive driving that has led me to spin in autocross and the realization that I am braking from one hundred mph, in the wet, with a world of concrete and steel around me. There are huge lessons from both experiences that contribute to and enrich any driving experience.

I need to thank two people out of the many people that make autocross possible at Fort Devens.

Ron Mann kindly gave me a ride in the wet with his GTI. Turning curves into straights, accelerating stronger than I had in my Cayman, and breaking so hard, without drama, that I was pushed forward against my shoulder belt, I still find it hard to believe this car is stock. Walking the course, I had seen how open the course was that Ron had laid out and was looking forward to driving it. But as his passenger I was able to take in so much more in that one run than I had in my previous runs. I can't state strongly enough, particularly for novices, just how much can be gained from getting a ride and there are people out there happy to give you one.

Also there was a wonderful gentleman who took a group of novices for a walk around the course. Initially it was four people including two of the Marks and myself. As the quality of his insights and generosity of effort became evident, a number of people joined us, listening and asking questions... Thank you.



Photo by Adrienne Ross.

# Fireflies

Copy by Fedele Cacia, Photos by Heather Plotkin

The rains had been falling for days, and plumbers and carpenters had been tearing our house apart. Nothing sounded better than to get out of the house and join other Porsche folks at Steve Uliss' Firefly's Grill in Marlboro for some "Bodacious Bar-B-Que and Beyond." Cold winds were blowing and rain drops were dripping on Firefly's terrace, but a goodly crowd of old-timers and new-comers huddled next to the giant tank of glowing charcoal and watched in awestruck wonder as marinated meats and vegetables were piled on the grill.

Pork Tenderloins and Apricot Pizza, Jamaican Jerk Chicken with BBQ sauce, Chimichurri Steak, Grilled Vegetables and, for dessert, grilled Pineapple with rum butter glaze. (Four sticks of unsalted butter, and an \$11 vanilla bean!). Steve generously shared the recipes for all these dishes, but he does keep secret his cornbread and his sweet potato pecan casserole, both worth a trip to Firefly's all by themselves. Naturally, the accompanying conversation among Porschephiles was as good as the food, and we all left, warmed by the hospitality, and determined to make this year's grilling a little better. Thanks to Steve, Eric and the rest of the staff for putting some joy in our lives.



Veggies for the grill.



Steve demonstrates grill technique.



What a good lookin' crew.



# Cruise night

Copy by Fedele Cacia, Photos by Virginia (Ginny) Young

Cruise night at the Patriot Place was all it was hyped up to be. There were around 35 Porsches and hundreds of non-Porsches there, i.e. muscle cars, hot rods and other imports.

I got there a couple of hours late due to a last minute mapping job on my car that wasn't cooperating, and had to trailer my car there. Hence, I didn't get to meet many Porsche guys as a result; sorry guys!

We had our own section outside the "Bass Pro Shop," which was nice, but it was kind of away from the action. It was in its own corner. Nice if you like that but, for me, I would rather have been in with the rest of the cars; but that's just me!

Thank you to all the members that took the time and trouble of showing up that night, you are the guys that make the effort all worthwhile!



Part of our "crew".



A beautiful night with good friends.



What IS a group of Porsches called? A pod?



Dennis and Christopher McGurk.



Tom, Ginny, and Tom.



# A (Track) Day in the Life of a PCA Lifer

By: Kristin Larson, Photos by Edward Walk

What can I say – we had great weather again at NHIS for the weekend of June 4 and 5. Dave and I are in our second year on the track and look forward to each and every day on the track. We like it so much that we bought a second car, an '85 Carrera that we will turn into a track car. We are continuously meeting new people and look forward to seeing them at the next event. We were sad to see that both Brook Smith and Adrienne Ross, two drivers on the track with one of us, both had car problems and did not drive. I became a bit concerned when Dave came in after his second run on Saturday and asked me to get a jack because he drove over a tailpipe. As I went to get one from Bob Jauch, he mentioned he could not believe he lost his tailpipe in his last run. For which I answered, you mean the one Dave drove over (both cars were OK). With many instructors doing double duty, Dave and I both had Matthew Wallis as our instructor. Matthew did a great job and was able to avoid the all-important question, "Who is the better driver?" Matthew helped me get promoted into Yellow and Dave into Blue, and now I am challenged to beat him into White. After the track went cold on Saturday, there was a great social hour with beer, wine, soda and snacks. There was much talk about how great the day was, how lucky we were with the weather and looking forward to Sunday for a repeat day. And Sunday was a repeat of Saturday with great weather, no major incidents and a lot of fun. Next is the Zone

1 48 Hours at the Glen and many more events later in the year.

People ask me, "How did you learn about PCA and DE events?" to which I answer "I am a child of DE." My parents, Rick and Laurel Townsend, have been driving PCA DE events since 1968 with Golden Gate Region in CA and then transferring to NNJR in 1969. They have both been President and Chief Instructors for more years than I can count. My father, as the first NNJR Track Chair along with NNJR President Dennis Thovson, arranged for and ran the first NNJR DE event at Lime Rock in 1971. My mother drove while pregnant with Scott, my older brother, and me against doctor's orders. While she had no incidents with me, she spun out at West Bend at Lime Rock while pregnant with Scott; which would have given her doctor additional heartburn if he had known. I remember my summers as a child going to Pocono, Lime Rock and Watkins Glen. We would meet up with our track friends, the Stoesser brothers, Denise Moir and Alex DeFrancisco with our bicycles and eventually our dirt bikes to preoccupy our time and minimize the trouble we could get into. Around the age of 8, I remember putting on my father's helmet and hopping into my parents' 1970 911S and going onto the track. I could not see much as the helmet was a bit big, but I remember the thrill of how fast we were going. And I remember at the end of an event, the region was required to pick up the cones. They would put us kids into the NNJR van and drive the track and



Our completely wonderful cast of instructors! Where would we be without them? (Photo by Matthew Wallis)



*From near and far.*

have us pick them all up. I thought it was fun as a kid and now I realize it was because my parents were exhausted.

Most of the time going to PCA events was a blast – DE, autocross, picnics and tech sessions. But I remember the long drive from New Jersey to the Porsche Parade at Brainerd Race Track in Minnesota in which Scott and I sat in the back seats of the 911S; even at 6 and 4, it was a bit tight.

During this time, my parents progressed from driving both the Porsche and Volvo station wagon loaded to the gills to buying a Suburban tow vehicle and enclosed trailer. They started driving a Red 1967 912, upgraded to an Irish Green 1970 911S, then to a Blue early 1970s IMSA car, and finally to their current Black/Orange 2007 GT3 RS that they continue to drive at PCA events today. When my parents retired to Maine in 2009, Dave and I were given the White 1983 911SC, my parents' Sunday car, and Scott received the Blue IMSA car. My parents came to support Dave and me at the Novice day last year at NHIS with only one bit of advice, "Listen to your Instructor."

Our family is unique in that we are having the 2nd Annual Townsend Family Reunion at NNJR's Watkins Glen in early August. Scott, my parents, Dave and I will all be driving. I remember Scott was eager to be 18 so he could drive his 914 on the track and has not looked back since as he has been a PCA Instructor for many years now. He even had a lift put into his one car garage so it could accommodate his two Porsches. I was the holdout until we got the SC last year; and I wonder why it took me so long.

Dave and I are having a great time and look forward to years to come for both driving on the track and meeting lifelong friends.



*Teching Ed's car.*



*Early risers.*



# NER AX No. 2 - A Report

Copy and \_Photos by Bill Seymour

After our first two Autocross events were victimized by the weather, we're happy to report that AX#2 did not see any biblical scourges, just the occasional over-cooked tire. We had only a few timing glitches, got our normal 8 runs and had time for a beer before we had to report home to the SO. The event was sponsored by Auto Engineering of Lexington.

Ron Mann's course was, as always, highly entertaining and featured a couple of very quick spots that might have advantaged the higher horsepower cars. Don't tell that to Sigrid Schnoerr who peddled her 914 to a 68 second run and won Class 1R. And don't tell that to Noel Swartz who ran a 69 on street tires in Class 3S (which is turning into a nicely competitive class with Scott James and newcomer Reid Van Gorter).

Speaking of competitive classes, George Skaubitis went from first (last event) to sixth in Class 3R with Bob Canter beating Chris Ryan by 0.024 seconds on his last run for the win.

The other close result was for FTD with Jake Moreau (Class 8) upholding the honor of the marque in his "stock" GT3 RS with a 62.435 to John George's 62.998 in the only fast Cobra replica that we've ever seen. Scruffy Lefebvre (Class 9) was third fastest with a 63.436 in his "non-stock" GT3. (A GT3 RS can be "stock"?)

Neil Halbert, as usual, won Class 2S but his son Brian was second, within 4 seconds and getting better every event. We



*Our AX First-timers.*

anticipate the day when the bitter taste of defeat is sweetened by fatherly pride. Also note that our honored President Steve Ross – long owner of Class 4S – is finally seeing a challenge, beating Grant Zimmerman by only 0.6 seconds.

Class 2R was a good contest with Joe Kraetsch beating Georges Rouhart, Devon Yablonski and Joe's co-driver Lisa Roche. And Bill Brinkmann, our timing organizer, finally man-

*continued from page 34*



*The winners circle!*



# NER Autocross No. 2 Results : 5-29-11 at Ft. Devens

NER - PCA Autocross #2 5-29-2011

Class	Pos.	Driver	Car Model	Total
1S	1	Francis ODay	914-6	79.44
	2	William Theriault	914	82.395
1R	1	Sigrid Schnoerr	914	68.575
2S	1	Neil Halbert	944 S2	70.745
	2	Brian Halbert	944 S2	74.308
	3	Bill Aubin	944	74.758
	4	Chris Hill	944 S2	75.764
2R	1	Joe Kraetsch	924 S	67.192
	2	Georges Rouhart	968	68.993
	3	Devon Yablonski	944	69.411
	4	Lisa Roche	924 S	69.99
	5	Bill Brinkmann	924 S	71.912
	6	Zaki Jaber	944	79.564
3S	1	Noel Swartz	911 SC	69.455
	2	Steven James	911	70.141
	3	Reid Van Gorder	964	72.187
	4	David Berman	83 911	75.009
	5	Kristin Larson	83 911	78.598
	6	Jack Goudreau	912	83.893
3R	1	Robert Canter	Carrera	69.907
	2	Chris Ryan	911 Carrera	69.931
	3	Tom Frisardi	71 911T	70.505
	4	Dick Demaine	88 C2	71.814
	5	Jeff Johnson	911 Carrera	72.069
	6	George Skaubitis	RS America	74.838
	7	Christine Skaubitis	RS America	79.491
	8	Jack Demarest	911 SC	89.093
4S	1	Steve Ross	Boxster	71.767
	2	Grant Zimmerman	03 Boxster S	72.313
	3	Art O'Dea	Boxster S	73.273
	4	Robert Yomtov	01 Boxster	73.885
	5	Barry Yomtov	Boxster	77.946
	6	Joe Nicolaisen	Boxster S	85.515

Class	Pos.	Driver	Car Model	Total
5S	1	Bill Seymour	07 Cayman	68.829
	2	Duncan Dana	Cayman	73.691
6S	1	Mark Schnoerr	993	68.562
	2	Ted Shaw	996	69.332
	3	Christopher Fahy	911	70.222
	4	Lev Tabenkin	993	71.943
	5	Glenn Champagne	996	72.182
	6	Dara Ambrose	996	73.339
	7	Juan Marcelino	996C4s	88.783
	8	Lesia Shaw	996	93.921
7R	1	Oliver Lucier	Boxster	64.83
	2	Paul Atkin	997	67.435
8	1	Jake Moreau	GT3 RS	62.435
	2	Thomas Pelton	04 GT3	68.342
	3	Michael Bickford	998 GT3	69.722
	4	Susan Kelley	997 C2S	71.885
	5	Dave Grant	GT3	73.399
	6	Andrey Petrovsky	997 Turbo	74.615
	7	Anirudh Joshi	997S	75.522
	8	William Nerney	GT3 RS	75.775
	9	Michael Machado	2011 Targa 4S	79.927
	10	Adam Graves	930	83.753
9	1	Stephen Lefebvre	GT3RS	63.436
	2	Mark Skala	914-6	64.298
	3	Gerard Mauvis	996C4s	65.61
	4	Chris Carter	996 C4S	66.502
	5	Dennis Mascetta	87 911	73.155
	6	Greg Osche	Boxster S	84.774
10	1	Ron Mann	GTi	72.374
12	1	John George	Challenge Car	62.998
	2	Jon Cowen	M3	64.329
	3	Ash Perkins	M3	67.548
	4	Brian Light	05 M3	68.113
	5	Emilie Cowen	M3	72.186
	6	Kelly Burgess	Mini Cooper	77.361

Top Time Of Day

Raw time: 62.435 Jake Moreau

of worship on a holiday weekend, you know the person being memorialized was something very special.

I listened to the stories being told, and I laughed at some, and cried (with everyone else) at the others. This man seemed to believe in doing as much as he could for those he loved, and giving as much of himself as he could for his community. One of his grandson's quoted Ecclesiastes as a summary of this man's life, "What it is in your power to do, do with all your might."

Yup, I think that covers it.

Week three meant laundry, rest, and gearing up for the weekend in NH. By Friday I had had nothing, no lesson, no epiphany, no revelation to speak of! How could I be at the end of my week and not have learned ANYTHING? I'd wasted a WHOLE week!

I drove up to NH at 5:00 AM Saturday morning. My brake rotors, thanks to my über hero Porsche Tech, were also wending their way to the track to be swapped into my car. I worked in registration. I can tell you honestly that one of my favorite things in the whole world is a race track at 7:00AM. It's full of potential, and happiness, and fantastic sights, sounds, and smells. What makes it better? Greeting 135 of your closest friends, first thing, and welcoming them to that experience.

As the morning progressed through drivers meetings, and more greetings, said hero jumped under my car, and started the rotor swapping process. It went pretty smoothly (with a little search for a jewelers file for the threads on my caliper bolts), but done is done, and miracles do happen for me.

Out on the track, I'd assured my instructor that I'd had lots of experience here in NH, and then I proceeded to blow corner after corner, lap after lap. I don't quite know what happened. I'm told that it happens to everyone sometimes. Over distracted, first laps with the new brakes...etc, etc. But wow, was that not good. Six minutes, (I got out into the run very late) of just... bad.

So in we came, me quite frustrated with my performance, my instructor assuring me that it happens.

I parked the car in the garage, and my self up on the bench, head in hands to regroup a little bit. Peter came over to talk about what happened, and as we dissected my idiocy, Chris O. wandered over and announced that my car was "leaking."

LEAKING? Ohhhh &%\$@\*!! I jumped down, crawled under, and sure enough, a little stream of antifreeze was making its way out of my car, and it was getting worse! Ugghh! Needless to say, several rolls of paper towels (thanks Irene and Stan!), an absolutely panicked sprint through the paddock to find Jerry, and a gallon of water (thanks Reid!) later, my car was undrivable.

Here's where my lesson of week three, not quite over yet, comes in. Lots of other drivers came to offer condolences, diagnosis', and a ride home (or at least to EPE) for my little broken car. Chris Lewis was first on the scene, immediately offering his trailer, Matthew Wallis helped me dig up a parts guy in Maine

who may just have what I need, solutions were cast into the mix, as well as some really touching expressions of sympathy. In the end Dave Grant was the one who put my little broken baby onto his trailer, and with ASTOUNDING chivalry, offered me the keys to his GT3. (Thank you Dave, from the bottom of my heart, thank you!) I followed him down to Natick, and we delivered both cars safe and sound. Thank you again, and again, and ummm again to Jerry, who came through for me more than once that weekend.

The lesson? You can't control the universe, and when something goes wrong, it's not the end of the world, (although it may feel like it). And while not the lesson – I think it still bears repeating – "It's not the cars, it's the people." I've felt really blessed at times to be getting to know some of the people in this club.

And Laurie, "THAT is a HUGE beaver!"

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### NER AX No. 2 - continued from page 32

aged to make it to an event with a car and ran off most of the rust.

Mark Schnoerr won Class 6S with a 68.5, the fastest run on street tires. And Ollie Lucier won Class 7R with a most impressive 64.8. Your typist had the privilege of being a passenger on that exact run (my ballast must have helped!) and can attest that it was some mighty fancy driving. I returned the favor by giving Ollie a ride and treating him to a view of the course out the side window.

A couple of other performances of note: Jon Cowen ran a 64.3 in his BMW M3 and Mark Skala won the senior citizen award (car, not driver) with a 64.2 in his 914-6.

No event in June, next one is July 9th. See you there!

**Four Speeds-** continued from page 6

would have too many holes in the door. I know, I'd be the only one that would know but there had to be a better way. I still had the original panels so I put them one on top of the other (with plastic in between), clamped them together with two pair of vice grips and drilled down through the old panels into the new. I figured that the worst that could happen would be to miss a couple but then I could just punch those. I carried them over to the doors and they lined up perfectly. It's as if the old tub really wants to put on new clothes and is doing everything to help.

The seats are due back from the upholstery shop this week and that should be an easy install. This is getting very close to the end. Stay tuned and KTF.



*The door panel.*



*The door and the floor.*



*The carpet stripped out.*



*The boys @ Grand-Am LRP.*

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program is doing well bringing in new participants. Unfortunately, registration for the Calabogie event is lower than expected (although we are assured by one of our co-hosts — RSR — that their folks always register late) and we will probably lose money on the event. Depending on final figures, the club will have to carefully consider whether to hold an event at Calabogie next year. As usual, registration for the LCMT DE has been wonderful — the Red, Black and White run groups are sold out with wait lists (we are limited to 30 cars per run group at this track). The event is particularly popular because it is in a location that makes it a vacation place for the family and it occurs during the free Mont-Tremblant Blues Festival.

Adrienne reminded board members of their NOR'EASTER assignments.

The board discussed recent requests that NER alert its members to two non-NER/PCA events. While promoting those events other than through paid ads in the NOR'EASTER isn't feasible, it was agreed that we could include links on the NER website so interested members can learn more about these events.

The board agreed that Steve Ross would chair the Nominating Committee and Steve will choose two non-board members to serve with him. Anyone interested in serving on the board should contact Steve (or the other committee members once they are announced). By the time you read these minutes we will have posted job descriptions for all the board positions on the NER website; please review them if you are interested in assuming one of these positions.

Attention then turned to the draft revision of the By-Laws. The drafting committee (Joyce, Bruce, Robert, and Matthew) reviewed the proposed changes and the board discussed them. Following that discussion, the board approved the draft (with some additional changes) and agreed that the proposed revision will be posted on the NER website and published in the NOR'EASTER two months before the annual election of officers/board members. In that way the annual ballot can also include a vote on whether to approve the amended By-Laws (a positive vote by 2/3 of those voting is required to amend the By-Laws).

The next board meeting is scheduled for 6:30 pm on July 20th. It will be hosted by Fedele Cacia.

There being no further business, the meeting adjourned at 8:54 pm.

#### *The Long and Winding Road - continued from page 10*

be out of stock class for AX), I can drive far more comfortably on the track where, even with PSM off, a little lift will generally allow me to recover from over-exuberance and not, as would be the case in an older 911, visit the bushes backwards. I'll take all the help I can get.

## New Members

Heidi T. Bertelli Cohasset, MA 2004 Cayenne S blue	Matthew S. Malone Greenland, NH 2003 Boxster S Black	Larry S. Witt Califon, NJ 2008 GT3 RS Orange
Steve Brogno Saunderstown, RI 2003 911 Turbo Black	Robert Marcello Jamestown, RI 2000 911 Blue	
William E. Caplan South Dartmouth, MA 1988 959S Red	Ulrich E. Meixner Marshfield, MA 2011 Cayenne Gray	
Steven Evangelista Northborough, MA 2003 996 Gray	William A. Messoro Greenville, RI 2008 Cayman S White	
Rosemarie Fuimara Saugus, MA 2011 Cayenne Blue	Uday G. Palla Westborough, MA 2007 911 Turbo Black	
Christian Floerkemeier Boston, MA 1997 911 Black	Ryan Silvestri Franklin, MA 2008 Cayman Gray	
James R. Gallant Dracut, MA 2005 987 Gray	Leonardo A. Solis Boston, MA 2011 GT2 RS Silver	
David C. Issler Andover, MA 2011 911 GTS Gray	James F Tieso Roslindale, MA 2009 Boxster Silver	
Evangelos Geraniotis Hyannis, MA 2011 Cayman S Blue	Sheng Wang Cambridge, MA 2011 Gt3 Rs Blue	



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**2001 911 Turbo**, 35,000 miles, Original unmolested Turbo Coupe, silver blue/navy, excellent shape, garaged, records, sun roof, partial leather, heated seats, NAV, CD changer, limited slip, curb rash on 1 rim, a few scratches, ready to go! Too many toys, something's gotta go, 1st \$45K takes it. Questions? - call me, David Parsons, 781-341-4112.(7/11)

**2004 GT3**, Red w/black interior. "J" Class, numerous wins. 12,000 miles, excellent condition inside and out. Full cage, RaceTech seat, Moton Club Sport adjustable shocks. Cup mono balls, shifter, cables, clutch and rotors. OEM mufflers and straight pipes. Spare Fikses and wets. Sure Shift sequential shift light. AMB transponder and in-car display. In-car RaceCam. Maintained by EPE. \$67,000. Barry.Brensinger@LBPA.com. 603-6225450. (7/11)

**1999 Featherlite Trailer**. All aluminum, 2 car, 48 foot, gooseneck trailer. Work bench, tire rack, fuel rack, and winch. New tires and spare. Perfect condition inside and out. \$26,500. Barry.Brensinger@LBPA.com. 603-6225450. (7/11)

**Porsche 1997 993 twin turbo**. One of last cars made in series, 40 K miles. Guards red, cashmere tan leather factory sport seats, deviating black interior, aluminum dials. One owner, always garaged, driven street and autocross. Car has 4WD, 6-speed manual, and is fast: 0 to 30 and to 60 mph in 1.3 and 3.7 sec. European Performance Engineering did maintenance and modifications (Porsche Motorsports drive train parts and complete suspension, but engine stock). Car handles very neutral and much better than stock (is faster in autocross than newer stock turbos). Included, extra set of Fiske race wheels and autocross Hoosier A6 tires (nearly new). For details, contact Charles Stromeyer, tel 978-369-3575, Concord MA, cstromeyer@comcast.net (7/11)

**2010 Porsche Cayman S** 6-speed with 2,800 miles. Black with black leather interior. Completely stock. Purchased for \$68k; current Blue Book is \$55k. Make an offer. Cory @ 617-710-1235.(7/11)

**1995 911 Carrera 4 Coupe**, 3rd owner, 49,900 mi, midnight blue/grey, 6-spd, excellent mechanicals/service, superb exterior/interior, 12 factory options, integrated K-40 radar, original window sticker/manual/keys/remotes, pictures: <http://photobucket.com/1995porsche993c4>. \$37,500. Call Morgan at 617-840-0700 or email moogie8@comcast.net. (6/11)

**Tires: (Price reduced!)** 4 Pirelli P-Zero Rosso N4, 2 - 225/40ZR18, 8/32 tread, DOT date codes 0706 & 1307, 2 - 285/30ZR18, 8/32 tread, DOT date codes 1508, \$59 ea. or BO. 2 Michelin Pilot Sport N3, 235/40ZR18, 5/32 tread, DOT date codes 2204, \$29 ea. or BO. Buyer pays shipping or may pick up in Danvers. Jim Bowers (978)750-0957 email jbowers@nii.net (6/11)

**1962 B Coupe for sale**, new lthr interior, black/tan, being restored, receipts on work completed \$30,000. Email Joanne@serenityrealty.com (6/11)

**1995 993 C4**. Black over Black Leather, 6 speed, a 103K mile beauty, the cleanest best running '95 around, detailed twice a year, 3M vinyl protection. Factory floor mats, full power seat package, Digital 6 speaker sound package lets you adjust from concert hall to night club settings, AM/FM Casette (if you still have any) and 6 disc CD changer, Rear window wiper, power sun roof. Maintained by EPE. \$29,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (6/11)

**2000 Euro GT3 Track Porsche**. Silver with Red & Blue graphics (removable). 21K track miles. This is a ready to go, well sorted, GREAT DE CAR - set-up, & maintained for PCA Club Racing by EPE. 3 Sets of Wheels, Moton Adjustable shocks, Full cage, 2 race seats, Schroth 6 pt. harnesses, AMB transponder with in car display + Hot Lap system, Full Motorola Long Track radio system, Cool shirt system, quick release steering wheel and much, much more. \$64,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (6/11)

**18' Custom Steel Trailer**. 4 yr. old excellent condition. 7,000# GVW, 4-10" Electric Brakes. 4 Heavy Duty aftermarket "D" rings. Axles are farther back to accommodate rear engine car and allow for low profile custom (reduces wind drag) 8 wheel tire rack, beaver tail. Aluminum storage box. New tires last year. \$2,250 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (6/11)

**Misc. Driving Gear for Sale:** Size Med. HANS Device with Hans Helmet Bag B.R.O. (Best Reasonable Offer) Stand 21 Racing Suit for drivers up to 6'2" B.R.O.io Port in car Camera Mount B.R.O. Rick Gilbert srf906@yahoo.com (6/11)

**2004 Carrera**, only 17K mi, Basalt Black Met. / Black, 6sp, Litronic, Bose, 18" colored crest wheels, approx. 1K mi on tires. Excellent condition, needs nothing, very clean and well maintained. Tasteful mods include RoW M030 sport suspension, Fabspeed cold air intake, FisterD sport mufflers. \$39,500/OBO. Charlie Davis, (978) 486-0413, cdavis@modavi.com (5/11)

**PORSCHE PANORAMA** 1984- complete set for the year- bound and in excellent condition. \$25 Email Ginny at vhy4167@hotmail.com.

**Tire trailer for track tires**. Wheel rack holds 4 locked tires and the trailer has a large locking aluminum toolbox. There is also a platform for jack storage or luggage. Comes with trailer hitch for a 993. \$200. Send an email to Pete LaRocca at pjlarocca@verizon.net or call 978 369 2152 (5/11)

**1996 993 Twin Turbo**, Black w/black full leather including factory sport seats, 993 Turbo S front and rear spoiler option and Turbo S aux front oil cooler; custom factory center console incorporating six additional gauges and factory switches, owned since new by long time PCA member. Upgraded the engine and transmission at rebuild time, and upgraded the suspension over the years as well. All modifications and maintenance performed by European Performance Engineering. This car has not been driven during the winter months and garaged its entire life. I have many of the stock, take-off parts and extra items....all will go to the new owner. Call me at 617 425 3740 days or 617 429 7611 after 8PM or email me at wmackie@crai.com for pix and more details. Wayne Mackie, Weston, Ma. (5/11)

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Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be emailed to: aross@porschenet.com.



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*Flat Sixer- continued from page 7*

So my first run of the day was an interesting one. I have driven NHMS many times so I knew the track and I was pretty confident in my line. What I wasn't sure of was how the 993 would be driving the same line as the 964. The 964 had a very stiff suspension and after driving it for three seasons I grew accustomed to its handling characteristics. The 993 seemed a bit softer, even though it has been lowered and is track-prepped, it just doesn't have that same stick-to-the-ground-and-don't-sway kind of feeling, if you know what I mean.

Turn three was an interesting one for the 993. With the suspension being a bit softer I didn't get that same jaw jarring feeling when transitioning out of the oval. I did get that sliding feeling however thanks in large part to the cups. This was something that I got used to after a few laps and it became predictable. I also had a few instances of sliding in the bowl but I think it was from something on the track and not just my tires.

So, getting back to the driving, I have to admit that I was driving a bit slower than normal. This gave me ample opportunity to practice my passing signals. With the Black Groups passing anywhere it's straight except for the apex I was able to move traffic along quickly. As the day went on I was beginning to build both my confidence and speed. By the end of the day I was feeling pretty good about things. And for all intents and purposes I was almost back to my normal happy-go-lucky self. The wine and beer social at the end of the day really helped get me there, too.

The second day of driving I was much more prepared. I was much more comfortable with the feel of the car and I was much more confident in my abilities to pick up the pace. I definitely increased my speed a bit and it felt good. I did have a couple of pucker moments. One was as I was entering the front straight with my foot to the floor; as I shifted from third to fourth the shift handle came off the shifter. This was quite shocking to me, but luckily I didn't panic. I managed to get the handle back on to the shifter, which was harder than you think.

For this season I purchased a new helmet (my old one expired) and a HANS device. The HANS device is great but it makes it hard to bend your head forward to look down. So I was unable to look at what I was doing to get the handle back on the shifter. Details, details, details, as my brother says. I had a few more laps to go and then I pitted. After I got back to my garage I had the good fortune to meet up with Jerry Pellegrino. He helped me tape up the shifter so that the handle would stay on better. This was a huge help and it worked well for the rest of the day. Needless to say, it didn't come off again.

All in all I had a great time at NHMS. The weather turned out to be perfect for us. It was great seeing all my old track buddies. And it was great getting back onto the track. Now all I need to do is get some more events scheduled. I do have the Glen booked, but I need to book a few more. And I need a vacation!

Now for the standard closing line: well, that's all for this month. I hope to see many of you at some of our upcoming events! If you see me, please introduce yourself and say hello, I will be trying to do the same. Till then stay safe!

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