



**Farewell To Fall Tour** 🍁🍁🍁🍁

*Factory Five Racing Tour*

*2006 Annual Dinner Gala*

**First Great Garage Tour**

# THE NOR'EASTER

NOVEMBER 2006 NOVEMBER 2006 NOVEMBER 2006 NOVEMBER 2006 NOVEMBER 2006 NOVEMBER 2006 NOVEMBER 2006

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

## **EPE's PCA Club Racers, current and past:**

*Steve Boris*

*Barry Brensinger*

*Caryl Brensinger*

*Greg Brown*

*Alan Cady*

*Russ Castagna*

*Bob Cohen*

*Jim Colligan*

*Mark Deltufo*

*Peter Dikeman*

*David Freedman*

*Mark Forrester*

*Dan Galyon*

*Jerry Goldman*

*Scott Goodwin*

*Jim Grady*

*Mark Greenberg*

*Bruce Hauben*

*Andy Jenks*

*Wayne Mackie*

*Dana Martin*

*Dave Maynard*

*Michael Melton*

*David Ordway*

*Brad Parker*

*Jerry Pellegrino*

*Ron Savenor*

*Mark Stefanski*

*Frank Trombly*

*Mike Trombly*

*Dion Tsouristes*

This list contains the names of the EPE clients that have enjoyed success in the PCA Club Racing series. Most have had podium finishes and many have won races at tracks across the country. Without exception, EPE has been instrumental in supporting their efforts.

If you are thinking about exploring the PCA Drivers Education program or are currently enjoying it and would like to take your driving to the next level, we would appreciate the opportunity to provide you with the same level of support we have delivered for them. EPE can provide any level of assistance a client may need, both at the shop and at the track. We offer everything from pre and post event tech inspections and services, to full "arrive and drive" programs with complete support for both car and driver.

The EPE paddock, with so many skilled drivers willing to share insights and experiences garnered from years of racing, has proven to be a highly educational environment for many new racers. This "team" mentality and the camaraderie we share are the most valuable assets that make working and racing with EPE so rewarding. Our holistic approach to car preparation and modification as well as driver development has helped hundreds of clients. It has always been one of the most pleasant and rewarding aspects of our business. The excitement we share together is as obvious as it is infectious.

This year the EPE team will again be trackside at many PCA Driver Education events as well as PCA Club Races. We would be happy to offer performance driving advice and help you with any mechanical issues that you may have. Just look for an EPE windshield banner. They are always easy to find.



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## COVER



**Cover Photo**  
 This photo of Steve Ross, our Membership Chairman for the balance of 2006, piloting his Boxster at the Zone One Autocross event at Ft. Devens was taken by Daniel Walton.

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

# Out In The Passing Lane

Dave Weber



What better thing to be doing on a miserable Saturday than to be assembling the next issue of the *NOR'EASTER*. Well, I suppose I can think of a few things I'd rather be doing, but they don't seem to be realistic options. Earlier this week I participated in a four day digital landscape photography workshop, in Killington, Vermont. I'd been looking forward to taking the seminar for several months, looking to improve my understanding of light and composition when composing and taking a photograph, along with further enhancing my understanding of the capabilities of Adobe Photoshop. Unfortunately the course was scheduled two weeks past peak fall colors in the Killington/Woodstock area, and the weather turned out to be marginal at best – cool, damp and grey all four days.

The general concept of the seminar was for participants to rise early to take pictures at sunrise, work in the classroom during the day, and then out again to photograph sunset. The general rule being that the quality of light is much better

***While the weather was a disappointment, I can say that I did learn quite a bit, particularly in the classroom sessions.***

early in the morning and late in the day. The sun made maybe a ten minute appearance over the four days, so all my time was spent photographing landscapes bathed in fog and muted colors. Combine the dull sky with the near absence of fall colors and you get photographs that need lots of work to make them interesting.

Fortunately the instructors were very talented and nationally known pro photographers – noted wildlife photographer Moose Peterson, landscape photographer Vincent Versace, and Joe McNally (who's work appears frequently in *National Geographic* and *Sports Illustrated* to name just a couple of publications). I like Joe McNally's work in particular, check out his web site [www.joemcnally.com](http://www.joemcnally.com) if you've also got an interest in photography – you'll find his work quite spectacular. The three pro photographers were supported by four other very knowledgeable photographers and Photoshop experts, making for a very good student to instructor ratio.

Quite a lot of work is required to organize a

seminar of this type. They hauled some 1200 pounds of equipment to Killington. Besides a wide range of Nikon cameras and lens, they also brought carbon fiber tri-pods, seven Epson 2400 ink-jet printers, twenty-five Wacom tablets, several LCD monitors, an In-Focus projector and screen, five or six laptop computers, and numerous display stands and lots of examples of their work. If you used Nikon equipment you could borrow just about any lens – including telephoto lens that retail for \$5000 plus (they did ask for your credit card when you checked out equipment so I guess they weren't too worried about getting things returned).

The thirty participants were an interesting mix of people. A father and son came from South Africa, another gentleman came from Brazil, and two people came from Great Britain. A couple married fifty-three years took the honors for the oldest participants. Two people came from Louisiana, both having lost their homes in Katrina but who are now getting their lives back together. Most of the participants were experienced amateur photographers using the latest and greatest equipment sold by Nikon. Some of which I was very envious, particularly the wireless flash equipment.

While the weather was a disappointment, I can say that I did learn quite a bit, particularly in the classroom sessions. I've developed a better understanding of digital image color correction and the use of filters to enhance images. If I sign up for another course next year, it will for sure be to a location that will be warmer (read southern location) and more likely to have sun in the morning and evening.

Before I left for the course I took delivery on a new Audi A6 from Ira Audi. A number of months ago I authored columns musing on all the technologies being built into cars these days. I further questioned whether all those technologies were really necessary or were likely to be understood and used by the cars owners. Well I have to confess that my new car is packed full of all manner of technologies, and wonder of wonder I actually think I'll use many of them. I've already used the navigation system during my trip to Killington, and the Bluetooth enabled phone system is a definite improvement over holding a cell phone to my ear while driving.

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# The Driver's Window

Steve Boris



**W**ow! The last race club race of 2006 was held at Daytona USA. PCA has been working for a long time to get a club race at Daytona. According to the organizers they signed a 3 year test contract. So we were the first PCA racers allowed on Daytona. What was it like, in a word scary. I tend not to have any emotional changes when behind the wheel of the race car but I was scared more than once that weekend (more on that later).

This was the first club race which Andy and I did not use our trailer. Our friends, and fellow F-class racers, Case and James Marshall offered to haul our cars down to Florida for nothing. How could we refuse? We picked up the cost of the hotel rooms and some meals but we clearly got the better of the deal. We arrived at the Orlando airport and waited for another friend Chris Reinsborough, who arrived shortly after we did. We then headed out to the track in wonderful 90 degree weather. If the other tracks we go to were in someone's yard they would be way out back.

## ***In our warm up (yellow flag) getting onto the 31 degree banking was freaky. You felt as if you would slide down onto the apron.***

Daytona is in the living room. The track is right in the middle of everything and it is huge.

We arrived shortly after our cars did (due to a flat tire on the rig) so we all went into the track together after registering. There are so many roads on the infield of Daytona that you can truly get lost. This would also be the biggest pain when it came time to grid the cars for race groups. They had us grid in a parking lot and then drive all through the paddock out onto pit lane, then down pit lane, and finally out through pit out and onto the track after Infield Turn 2.

The infield portion of the road course is very, very flat with four second gear corners. The entrance to the infield section is at Turn 1, a tight left hander that proved to be a tough corner to master due to the entry speed and the tightness of the radius.

Let me step away for a second. Of all the tracks we have driven before Daytona, Road America, with its 3 long straights, is by far the fastest. According to the speedo on my turbo (which may or may not be accurate) Road America's straights

are in the 130 mph range. I am also close to this speed before the Bus Stop at the Glen. At Daytona, however, coming off of either bowl (NASCAR 2 and NASCAR 4) we are doing anywhere from 140-145 in stock F-class cars. Due to my turbo's gearing I usually never really have to go into fifth gear. At Daytona I have to shift twice in the banking.

So now back to Turn 1... Heading into the Start Finish Tri-Oval you are doing 145 mph and are scared silly because the next turn has to be done in second gear. After Turn 1 there is Turns 2 which is basically a wiggle third gear left heading into a short straight before Turn 3, the first of 2 hairpins. Back to second gear and push like a pig trying to keep some momentum and then down a decent straight with a testy left-hand kink and then the second hairpin, Turn 5. Still pushing a bit, this turn requires some odd lines and drivers were trying them all searching for grip. Then a short straight to Turn 6 which might as well be a third hairpin that exits onto NASCAR 1 and NASCAR 2.

In our warm up (yellow flag) lap getting onto the 31 degree banking was freaky. You felt as if you would slide down onto the apron. During a track talk on Thursday night with Hurley Haywood and Kevin Buckler, we were advised to always pass on the high side. If someone forced another driver to pass on the low side they would get a talking to and rightly so. That apron is a nasty place to be.

Back to the track. NASCAR 1 and 2 make up one end of the tri-oval. Exiting NASCAR 2 I had to shift to fifth at about 140 headed down the back straight to the Bus Stop. I love Bus Stops. Something about the fast in, fast out driving that makes me wild, and this is a good one. For my car the Bus Stop was about 5' too short which made the exit exciting every time. I could hear the exit cone wiz by my driver door every time I passed it. Once it actually bounced off the top of my left front fender when the guy in front of me crushed it. It somehow it found its way back to the same spot it was in before it got pummeled.

Exiting the Bus Stop takes you into NASCAR 3 and 4 which make up the other end of the tri-oval. This section is a bit different than 1 and 2 due to what they call the "tunnel bump," which makes the car do things that you could do without before you exit onto the main straight.

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# Four Speeds & Drum Brakes

Tom Tate



Nobody can ever tell me that these mechanical devices that we call cars don't have lives, thoughts and feelings of their own. Listen to this continuing tale of "Little Red" and tell me that you don't agree.

Most of you readers know that I have a 914, called Majik, that I have been autocrossing since 1976. I've been pretty successful with it until the last couple of years. Times change and my car didn't and I began to land in third behind the Schnoerr family more often than not. It was still a hoot to toss the little bugger around but it would've been more fun to at least take some "box tops" home to show my wife that I still had the touch.

The PCA Zone 1 autocross was scheduled for the first weekend in Oct. so, true to form I went out to the garage a couple of days ahead to clean the car up. The two Speedsters were sitting quietly, watching Majik get all the attention, as their driving season was all but over. I must say that the clean up went well and by the time the 11:00

other members in the region, the decision was made to run my 914 in the modified class (M01) in an effort to get more points for the regional title. If I ran in the regular class I'd be third and get 6 points but if I ran in modified and the North Country Region guys didn't show with their real modified car, I could get 10 points towards the title for the Northeast Region. If the race car showed up I could still take a third and the six points that went with it so I was no worse off. Suddenly all our strategy talk was going no farther than a dead car at the Medfield State Hospital.

On the two mile walk back to the house my cell phone rang. It was my co driver, Richard Trowle, wondering why I wasn't there yet. I gave him the bad news, the car's dead and I was walking back to get another car. He said that he was in the registration line and that our plans were blown because the race car from New Hampshire was there anyway. I told him to change our classification to P01 which is the class for all stock 356's

because "Little Red" was coming up to play.

I could've taken Blackie, the '58 Speedster, but the battery was out of that one and the red car was closer to the door. I was already an hour late leaving and there was no time to waste. If I

## ***Suddenly all our strategy talk was going no further than a dead car at the Medfield State Hospital.***

news came on it was looking like a brand new car. Except for the bullet hole stickers of course, but that's another story.

The event was to be held at Fort Devins, about an hours early morning drive from home so I went out the door at 7:00 am, fired up the 914 and off I went. The little beauty made it about two miles down the road and then shut itself off as if I had turned off the key. I rolled into a parking lot at the Medfield State Hospital with a guard standing nearby, it was 7:05. Since it seemed electrical I started poking at wires and checking correctors. Soon I realized that the fuel pump was strangely silent and that this Porsche was going to be a no show at the event. I had called my wife who was quick to pull into the lot but I was still in the diagnostic mode so I let her go with my thanks, Saturday is a workday in the Salon business. I tried a few more things but thoughts of saving my day had me thinking of 'Little Red' just sitting in the garage waiting to go play again like the old days.

The previous week, after some discussion with

didn't make to registration by 9:30 even my 25 year friendship with Don Walcott, the registration Nazi, wouldn't get me into the show. With a twist of the key the four cylinders sprang to life and Little Red tore off to the site of the stricken 914 at full song. It only took a minute to swap the tool box, helmet, and stick on numbers and down the road we went. With a roof on top and heat inside the 914 I never take a heavy coat because it just gets in the way but by the time I got another mile down the road I realized that I had forgotten something important, my winter coat and gloves. Don't ever forget that a Speedster is like a motorcycle with four tires.

That cool, crisp autumn air that seems like your friend when walking becomes your enemy at 50 mph. With the sun getting up over the trees the temperature was rising but not fast enough. I sat on my hands one at a time to keep the blood flowing but there was no hope for my ears, they must've looked like turn signals. By the time I

*continued on page 38*

# Around The Cones

Steve Ross



Well it looks like the reprieve from cold weather has come to an abrupt halt for all of you who are trying to get a few more weeks of Porsche driving weather out of this season. Predictions of freezing temperatures will not deter the hardy but the top down zealots may give it a second thought. The feel of cold leather (unless of course you have heated bun warmers) will further accelerate the winter storage process.

While on that subject let me take a few moments to reiterate the basics of storage for those new members who may not have read the *NOR'EASTER* last winter. First and foremost your battery will not survive the winter without some form of battery maintenance, and I don't mean a 20 minute idling or a short drive to the store. You need a battery maintainer preferably or a charger with an automatic shut off as an alternative. Next fill up the gas tank to the top and put a bottle of dry gas in to insure no moisture is in the system. This year it is more important than in past due to the introduction of Ethanol to our fuel supply.

## ***First and foremost your battery will not survive the winter without some form of battery maintenance.***

It attracts moisture far easier than gasoline. Put the window all the way up, keeps the critters out and the interior clean. Make sure the emergency brake is off and if possible cover the car.

The final measure is critter control and this is a tough one as the pesky mice and chipmunks seem to be everywhere and they can enter the tightest engine compartment. The old standby has been mothballs but the residual smell permeates the heater and you smell it for quite a while in the spring. I have found that *Irish Spring* soap bars seem to do the same job and are less obnoxious to the nose. It's best to put some bars in the engine compartment and the trunk (put them in a white sock so you can find them in the spring). Also in air cooled cars put a reminder on the steering wheel or you may start up the car and have a shredded sock pureed throughout your engine compartment. Finally *don't* start the car unless you really have to move it. Starting the car does no good for the battery and the wear to an engine on a cold start after sitting for a long

period of time could be substantial. Think about it as the oil has oozed off of many of the lubricating surfaces either vertically or horizontally.

Here's a handy hint if you need antifreeze in a late model car but can't get to the Porsche dealer to get some of the special blend. The early VW/Audi green antifreeze used in pre '98 cars works fine for the water-cooled 996/Boxster and their sequels.

While at the Registry recently I inquired about replacing my worn "special interest plates" and found that you can order them from the RMV for a mere \$10 each with a 3-month delivery time. If you have a regular plate only one plate can be replaced.

Did you know that Porsche has standing lights? What you ask is a standing light? Well in Europe if you park your car on the side of the road at night the standing lights are used to show oncoming traffic the street side of your car by lighting either left or right side markers. Most Porsches have a position on the headlight switch to the left of the off position which will turn the appropriate lights on when the key is removed. Earlier 944s and I think 914s use the directional switch to perform the same function.

Finally something I learned about my car during one of our autocrosses when it rained in the afternoon. As always when in wet conditions I leave the traction control on so that it would give me an extra margin of control in slippery conditions during a steady rain. Well, through experimentation I found that if I keep my throttle on ever so slightly, the traction control will not only prevent me from losing traction but also keep me going in the right direction. That in combination with the ABS allowed me to drive almost as fast as in the dry. For those of you with PSM and/or all-wheel drive the advantages are even greater, as witnessed by Dave Kiemach in his 997 C4S on street tires which was one of the fastest cars in the rain that afternoon. So next time you are in a wet situation keep an eye on that blinking traction control or PSM light and see how the electronic wizard is saving your butt. ☐

# Minutes Of The Board

October 18, 2006 Michelle Wang, Secretary



The October Board meeting was called to order at 7:36pm. In attendance were: Bob Cohen, Bruce Hauben, Steve Ross, Steve Boris, Ron Mann, Win Perry, and Matthew Wallis.

The Activities Report was presented by Ron Mann. Our November Rally is to be held November 12th as planned, with Charlie Dow as event organizer. A reminder to all organizers that releases are needed for all events where there is potential for injury such as a rally, tech session, etc. as required by National.

The potential recipients for year-end trophies were discussed. An region Autocross Chair for 2007 is still being sought. The Zone 1 Autocross event was well subscribed, with Zone 1 Chair Henry Hoeh organizing an inter-zone auto cross challenge which NER won.

Bruce Hauben delivered the Track Committee's end of season wrap up and a look forward to next year's tentative calendar. The Track Committee is attempting to book weekend events where fiscally possible. This may include more co-sponsored events with other regions. The Board expressed some concern that there too many days in July/August and that the dates are not spread "evenly" through the DE season. The incoming TC will continue to work to finalize dates and contracts as soon as possible.

Win Perry updated everyone on Administrative happenings and Monthly Meeting planning. There were 33 cars participating in the Garage Tour, and by all reports the participants enjoyed this first ever event. Three members' home garages were visited, plus Great Garage co. Thanks to Tourmeister Steve Ross plus Dave and Susana Weber, Bob and Karen Cohen, Carl Brown and John Herlin (NNJR), and Alan Frechter and Elizabeth Selders for their time and efforts and support of our Region. Upcoming on Saturday November 18 at 10am, is a tour of Factory Five Racing in Wareham.

On December 2<sup>nd</sup> is the region's Annual Gala Banquet at The International in Bolton. IGC will let us know the cost of centerpieces for the annual event so we can decide if we want to do our own. Name and drink tags are needed for this event. The Annual banquet awards are being rounded up in preparation for engraving. Steve has the 962 award, the Speedster, and the Bob & Liz Cornell award. Matthew has the chief instructor (steering wheel) award.

Win previewed the 2007 meeting calendar: January 13 (Saturday 10 AM) KRT Performance, Ayer,

MA; February 10 (Saturday 10AM) Turner Motorsports, Amesbury, MA; April - Newcomers Meeting at Ira Porsche in Danvers;

Bob Cohen presented the Treasurers Report. Bob submitted an amended report, as he is expecting revenue to come in from our joint DE event with NNJR. The report was accepted as presented.

Steve Ross presented the Membership Report. He reported that our database monitor, John Bergen, noted that membership is up approximately 20 this month. Matthew Wallis distributed the *NOR'EASTER* deadlines and assignments for Dave Weber this month. The Board is asked to please adhere to the submission dates.

On new business, Steve Ross and Bruce Hauben are going to the Zone 1 presidents' meeting this November in NY.

Next month's meeting will be held at the Wallis residence in Bolton on Sunday, November 19<sup>th</sup> at 3pm. This meeting of the Board was adjourned at 8:44p.

Respectfully submitted, Matthew Wallis for Michelle Wang. □

## Happy PCA Anniversary

### Thirty-Five years

Michael Banner

### Five Years

Michael Beresford  
W Breen

### Thirty Years

Donald Morrison

### Twenty-Five Years

Patrick Ahearn

### Fifteen Years

James McManus

### Ten Years

James Arrighi  
Diana Glimm



# Check Your Mirrors

Win Perry



After a peripatetic summer, autumn settled down to local fare. As sunset grows earlier each evening, I know that both my cycling and track days are winding down for the year. However, sometimes local pleasures can be just as satisfying as more exotic fare.

Almost since the start of my participation in our Driver Education program, I have had a goal. I'm sure that during the first few events, I was mainly thinking: "Wow, I'm actually driving on a race track!" After that fact sunk in, I began to think about how I could improve my driving and advance into the faster run groups. Even when I feared that I was a terminal green group driver, I knew that eventually I wanted to become a DE instructor. After breaking my way into the black run group at the end of the 2005 track season, I felt this goal was achievable in 2006. My strategy to this end was to schedule plenty of DE days (including lots of rides and sessions with seasoned instructors) to improve my driving skills. Also to be sufficiently persistent in participating in NER's

***Even when I feared I was a terminal green group driver, I knew that eventually I wanted to become a DE instructor.***

instructor mentoring program that Instructor Developer Paul Avery and Chief Instructors Matthew Wallace and Steve Artick would sign me off in order to get rid of me! In short, my plan worked, albeit with hardly a moment to spare.

Just prior to NER's last DE (the September 11 event at NHIS), Paul gave in and sent me into the Red Run Group. Arriving at the track, I self-teched my car, attended the instructors' meeting, and went looking for my student. After several circuits around the garage and paddock area, I felt near panic: I couldn't find my student's car! After a moment's reflection, I decided to forget the car number and look for silver 996 with a green run group sticker. Ah, success: there was my student, Adam, and his car. There had been a miscommunication regarding his car number. Adam was an ideal first student. Although new to NHIS, he had taken the Skip Barber School, knew his car, and was interested in getting instruction and becoming a better track driver. By the end of the day, he had a good command of the line, was aware of other cars near him, and was showing some

good speed. I was surprised at how much busier I felt combining four instructor sessions with my four drives, and how quickly the day passed. I had a really great day, and my student seemed to be enjoying himself. I hope we've hooked him on DE.

NER hosted the Zone One autocross finale in October. I'm sure it's been written up in detail elsewhere in the *NOR'EASTER*, but I'd like to add a few personal notes. My autocross participation in the last couple of years has become pretty intermittent. A couple of autocrosses early in the spring, followed by a huge gap during the summer (our summer weekends in New England are too precious; there is always far more cool stuff to do than weekends to do it in), followed finally, if I'm lucky, by a couple more at season's end.

As a result, my autocross skills are pretty weak, especially compared to the true enthusiasts who manage to attend two events almost every weekend of the season. Despite my disclaimer, I still believe that an autocross provides the most thrills per dollar you can have with your Porsche.

We often say that autocrossing is a great way to learn car control skills in preparation for DE or even for racing, and that's true. But autocross is also a great activity in its own right, as was clearly known by the hundred drivers who showed up from at least five PCA regions to compete and have fun at Devens. My son Luke was able

to join me for the Zone 1 weekend. I'm not sure whether two drivers mean twice as much fun, but we both had a great time, and, as many participants realize, autocross is truly a family activity. In the end my inconsistent driving earned me a (somewhat embarrassing) 6<sup>th</sup> place finish in the well-populated Boxster class. The trophy was a handsome framed print of the new RS Spider by our own Susana Weber.

My wife and I went off to another swing dance program; this time a weekend in scenic Detroit. (not nearly as exotic as a week in France). Actually we never had to go into the actual city since the event was held in suburban Bloomfield Hills. Despite the well-publicized problems that the Detroit automakers are having, driving through greater Detroit conjures up a lot of memories and emotions for any motor head. Heading to our hotel, we drove through Dearborn with its huge Ford office buildings. Our hotel was located on the GMC truck testing grounds in Pontiac. Nearby

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# Tail Wagging

Ron Mann



Some five years ago, as many of you will know, my decent into moral and financial ruin began. Certainly over this period, though I've learned many lessons, I've mostly come to realize first hand that societal taboos exist for a reason. Selecting a partner 15 years your junior has indeed been a perilous decision. Your friends turn away embarrassed by your foolishness, strangers look upon you with both envy and trepidation, while family members question your sanity and contemplate the cleanest possible methodology to relocate you to a low cost asylum. The morality of handing the title to one's soul over to one's personal harlot aside, I take solace in that while I have sinned, I know that I do not transgress alone. I've met many others equally afflicted since joining NER. They, as I, have slowly come to recognize that seldom are such relationships utterly reliable. Thus, this month, with my primary consort in for a brain surgery, I was forced into the arms of a former love to compete at Zone and to attend the final DE of the season.

***In this, it dawns on me that I've fundamentally changed over these five years. I've grown darker, colder, and more moody.***

Renewing my acquaintance with the 996, while pleasant, was nevertheless, actually quite unsatisfying. Having been ignored for so long, she did indeed manifest a strong desire to perform well. Nevertheless, despite the rather unexpected class win at Zone on corded tires and some reasonable quick lap times in New Hampshire on street tires, the sad reality is that we now exhibit little passion in our relationship. Of course, it's me, not her. As beautiful a companion as she is, I can't help notice she no longer seems as svelte as she did when we first met. Her embrace, particularly in the corners, is now a false one, strained, forced and to be crude about it, for my part, she's simply no longer firm enough in any of the right places. I know that to please me, she'd gladly go under the knife, but I won't allow her to debase herself in that way, not for the likes of me, at any rate. I've already asked and received more from her than I truly deserve.

In this, it dawns on me that I've fundamentally changed over these five years. I've grown darker, colder, and more moody. That I have turned away

from the expected in favor of the exotic has put me of a mind for brandishing mischief far beyond the cockpit of my preferred 911. A lifetime of emulating the good has failed to imbue any permanent rapture. It's time to be the bad boy for a change. I'm simply no longer content to confine my sociopathic tendencies as merely a common track miscreant. Rather, its time for evil to multiply. It's time to become virulent. It's time to infect others with deviant behavior of my own manufacture. And with this momentous decision made to assume the role of Beelzebub, I know just the Jabez Wilson to hound. His name is George Skaubitis and I'm pretty certain he has no idea how to contact Benet's Daniel Webster for help. As George has termed me his 'close personal friend and mortal enemy', I feel fully justified in selecting him as my first victim. Well that and the fact that his car number is 666. This fact can't be construed as anything other than a personal invite to diabolical conduct. May God have mercy on both our souls?

Over the past few seasons, George has been accumulating year-end hardware at club expense in Class 10. His RSA is a good one, lightly modified, but in recent years competition in that class has been somewhat sparse, so the wins have come perhaps a little easier than is strictly healthy. Idle engines might be the devil's work, but complacency and vanity shall be the root of my pal's downfall. Nevertheless, despite my zeal to pleasure myself through the misery of others, it would be untoward for me to mount a full frontal assault. As much as I covet an RSA myself, that path is too expensive and frankly lacks the juicy subtlety required to fully savor each millimeter of my close friend's collapse. No, I shan't challenge George head on, though were I to choose to do so, I've little doubt, given my new found menace, that I'd prevail, if not through skill than through the black arts. As dark forces would need be applied in either case, I'll take a slimier path in the hope of enhancing the malevolence of the plot by playing puppeteer and willing unsuspecting others to do my bidding.

You might well ask how anyone would be foolish enough to be seduced into such a plot on my behalf. Might he hire a pro? Pay off Skaubitis's mechanic? No, nothing so crass. Instead, in a stroke of pure wickedness, I have contrived to morph two

innocents into dear George's assassins. This shall be no crime in a moment of passion. It's first degree murder, fully calculated, brewed slowly, crafted to be realized only in the fullness of time. I've spent this entire season educating and training this duo to this purpose and whether they know it or not, they are very nearly fully prepared for the unspoken task at hand. But the butter cream atop this devil's food cake, particularly after my recent rant on the capabilities of the opposite sex in motorsport, is that the pair are sisters and they arrived in my lap completely equipped with their own RSA. Perfect. Two sultry femme fatales loaded for bear and just dying to do the killing for me. A pair of Uma Thurman's hell bent on revenge for crimes never even contemplated, let alone committed. And yes, like Bill, poor George knows full well these two are drawing ever closer even now. He knows their names and he knows that someday in the very near future they will come for him. I put his chances of surviving their onslaught somewhat below the likelihood of me picking up Michael's seat next year. As I peer into the hapless future of my friend, what do I see? Motons, Kumho 710s and a limited slip diff at the very least. Many \$\$\$ wasted.

And so, uncharacteristically, I face the interminable aggravation of this winter's off season with glee. Whereas in the past, the dropping of leaves signaled that I would soon be consumed by the lonely pain of rebuild costs, the wondering if the car would be ready in time for spring, the gloom of the mounting receipts with no seat time to show for them, now I've a diversion. This winter, I shall not be alone. This winter my sufferings will be shared. And this spring, when my ninja's unsheathe their katanas, I shall bathe in the blood of a close personal friend and mortal enemy. Ahhh... it's so much more fun playing the bad guy.

Until next month, when perhaps I will turn my attentions toward you, I bid you peace. ☐

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# Upshifting

Bruce Hauben



**P**SA – Public Service Announcement: In case any of you readers missed the announcement, on October 24, 2006 at 7:46 AM Eastern Time, the population of the United States of America hit an even 300,000,000 people. Now this is not citizens, as the reports all took great pains to explain, that it was impossible to project if that 300 millionth soul was a birth or immigrant. So if immigrants are included in the count it must mean by default that the census includes all souls in the USA.

It took 90 years to increase to where we are from 100 million and less than 40 years to go from 200 million to the current 300 + million; and now to the meat of my soap box. Two recent op/ed pieces in the WSJ and Boston Globe posited similar opinions, presented from different approaches. Basically the writers were making their point in favor of increased population, and that the increased population was not a “bad” thing. They pointed out how much our standard of living has improved due to technology, and that we continue to be the worlds largest exporter of food prod-

***Two and a half months downtime just flies right by, even faster when you get to senior citizens..I'd prefer seasoned and experienced..***

ucts and materials – seems to me one of the few things of which we are a net exporter – etc. etc.

What caught my attention were again very similar points of each writer. In making their cases that our increased population was not a detrimental situation, the first pointed out that if the 300 million souls were divided into 4 member families, every family in the US could live on 1 acre in Texas, there would be land left over, and that's not counting the other 49 states. The other looked at it from a different view and wrote that every one of our 300 million people could be given 7 acres of land in the country and there would be space left over. I did some rough calculations and they seemed to be correct in there presentation.

Now I realize that these points were painted with a very broad brush and only intended to portray a broad image. However, this really is bending the situation to make a point, which then doesn't hold water. (Anyone ever involved with statistics and surveys is aware that any numbers can be bent one way or the other to corroborate your

side of the issue.) What was forgotten in these pieces was where is the land coming from for the infrastructure necessary for our 300 million folks – the shopping malls, roads and highways, schools of all levels, race tracks, et.al. But even more important in the omission is what about the millions of acres in Utah, Nevada, New Mexico, Arizona etc. that while very beautiful in their own way, are very inhospitable to human habitation. Don't forget that all these states, and throw in California here, have been fighting over a diminishing water supply for more years than I've been alive.

OK, back to cars and related issues. It's no big surprise that the major US car makers continue to dig themselves a deeper and deeper hole from which they hope to crawl out like some primordial, gooey mass. For the 3<sup>rd</sup> quarter ended Sept. 30, Chrysler reported a \$1.46 Billion loss, Ford \$1.98 Billion, GM \$367 Million, while Honda showed an \$812 Million *profit*. The full 2006 projection for number of vehicles sold, and with only one quarter left should be reasonably accurate, shows as a change from 2001, Chrysler down 9.9%, Ford down 22.4%, GM down 9.5% and Honda UP 25.2%.

Wouldn't you think that long before now these folks who brought us the Edsel, Studebaker, Rambler and Corvair among many others would have gotten the message? Ooops, pardon me, we needed (sic) the Corvair in our history or there never would have been a Ralph Nader. Whatever happened to Ralph?

You'll all soon be receiving your annual election ballot for NER officers and a reminder to re-subscribe to the *NOR'EASTER*. All you new members who have been receiving the *NOR'EASTER gratis* during your first year as a member, ***note and remember that you must now subscribe at the fantastically low rate of \$15 to continuing receiving the publication.*** It's you're your monthly resource for what's happening in the region. Please also return the ballots that you'll be receiving...and Steve, thanks for the kind words but I joined the Club in 1995.

Joyce and I are packing up for the longest duration – not longest distance – event of our year. First we're off to the CMP Club Race and accompanying DE, followed by some R & R along the now chilly NC coast, leading us right into a VIR DE, our last event of the driving season. Frankly,

I'd like more downtime as the Southern tracks let us drive into November, and then Sebring arrives in early February, followed by Road Atlanta in April and on into the heavy part of the driving season. Two and a half months down-time just flies right by, even faster when you get to senior citizens...I far prefer seasoned and experienced citizens.

Oh, that reminds me. The EPE crew had a fantastic three days at Daytona in mid-October. It was a real thrill to drive the Daytona / Rolex 24 course with the 33° banking and hitting speeds that I've never before encountered. I don't know how often I'll opt to do the race as it's not really what our cars are all about. Roughly 75 % of the course is run on the NASCAR part of the track and for our racing is not much more than putting your foot to the floor. Watching NASCAR on TV, running 3 and sometimes 4 abreast, one thinks the track is much wider than it really is, Sure we had plenty of room to pass, but the track is very bumpy and one must always be prepared for the car being passed to bounce/jump one way and your passing car to bounce/jump the other way. It sure gives us a new respect (it's always been high) for the Jeff Gordon's (and all the others)

*continued on page 40*

## 2006 Nominating Committee Report

Andy Jenks Nominating Committee Chair, reports that the following individuals are being proposed as candidates for the region's 2007 Board of Directors:

President:	Bruce Hauben
VP Activities:	Ron Mann
VP Admin:	Win Perry
Secretary:	Michelle Wang
Treasurer:	Robert Cohen
Membership:	John Bergen
Newsletter Editor	Dave Weber

Should any region members wish to put their name in consideration for any of these positions in 2007 they should contact Andy at: [AndyJ@swatchbox.com](mailto:AndyJ@swatchbox.com), or his committee members: Joyce Brinton at (978)952-8517 or Susana Weber at: [Helmetheads@Porschenet.com](mailto:Helmetheads@Porschenet.com).

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## Calendar At A Glance

### November

12 Fall Rally  
18 A Visit To Factory Five

### December

2 Annual Dinner

### January

20 A Tour of KTR Motorsports

### February

10 A Tour of Turner Motorsports



# Farewell To Fall Tour

**Sunday, November 12th**

Join Charlie and Martha Dow for a "Farewell to Fall" tour on Sunday, November 12. We'll start at McDonald's on Route 27 in Acton just south of Route 111. Drivers meeting at 10:30AM, first car off at 11:00AM. The tour will follow back country roads through Acton, Littleton, Groton etc for about two hours, ending at the Oriental Delight restaurant in Maynard for a buffet lunch.

Apples will be available at several orchards along the way, and there should be some great deals on pumpkins.

There is no entry fee for the tour. The buffet is \$11.95... tax and tip and beverages extra. If the weather is not ideal, winter cars are acceptable.

**Join your PCA friends for a final fall drive before the snow flies!**



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911 Cabriolet



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**PORSCHE**

## Cobras? I Thought This Was The Porsche Club - A Visit To Factory Five Racing Saturday, November 18th Starting @ 10:00 AM

Come journey south with NER to Buzzards Bay in Wareham, and experience what is surely Massachusetts' only active automobile factory. Factory Five Racing, Inc. Founded in 1995, and best known for its replica kits of the classic 1965 "Cobra" roadster, FFR is now the world's biggest manufacturer of replica sports cars. Owners Mark and Dave Smith are self-confessed totally obsessed car guys. For them, Factory Five Racing is much more than just a business; it's their dream come true. A company where they can share their love of high performance cars with like minded employees and customers.

Our visit and tour will be hosted by Dave Smith: company President, car and bike racer, and, by the way, long time owner of a Porsche 911. There will be a lot to view. We've all seen a Factory Five model 65 Mk III Roadster. Perhaps at an autocross, or just barreling down the highway. Now we'll have the opportunity to see these beauties up close and learn what's inside. In addition to the iconic Mk III, FFR has developed a number of other cars.

There is a spec-racer version of the roadster called the Challenge Series. These are raced by NASA in separate East and West Coast race series (culminating logically enough in a championship race at mid-Ohio). Following up these two related models is the Type 65 Coupe, an authentic looking but modernized version of the 1965 world champion GT car. Moving away from strict replica style, the Spyder GT combines a tubular frame and modern chassis in a more civilized package. This is evocative of certain Ferraris, but still its own design. Factory Five's newest design is the mid-engine GTM Supercar. This thoroughly modern car evokes right now, not the past. It departs from FFR past practice in that it mates a Corvette V8 to a Porsche 911 transaxle. From what I can see, the car is light, sleek, should go like hell, and looks terrific.

Our tour of Factory Five's 40,000 square foot home will start in the large showroom. Here, we can inspect all the different models including body-off examples showing off their frames, chassis, and drivetrains. The manufacturing area consists of a thoroughly modern welding area, a molding shop including computerized and robotic machines for making fiberglass body parts, and storage space for inventory. Next, we get to see how everything comes together in the chassis assembly area. Finally, the R&D area is the company playpen. We'll have to see if Dave will tell us about any of these future projects.

We should plan to arrive at Factory Five Racing by 10:00 AM. After some brief socializing over coffee, juices and light snacks, the tour will begin. The meeting should be over around 12:00 noon, leaving some time to explore Wareham's Buzzards Bay seafront and perhaps discover a local restaurant for lunch.

Reservations are not required for the Factory Five tour, but if you have any questions, please contact Win Perry at (781) 933-5300 x 104 or (preferably) e-mail: [wperry@winbro.com](mailto:wperry@winbro.com).

### **Directions:**

Factory Five Racing is located at 9 Tow Road, Wareham, MA 02751 in the southeastern corner of the state (an unaccustomed convenience for our South Shore and Rhode Island members). Telephone: 508-291-3443

*From Route 128/I-95:* From the west, take Rte 128/I-95 South continuing onto Rte 128/I-93N, or from Boston, Follow I-93 South as it becomes Rte 128N. Continue on Route 128 to Route 24 South. Take Rte 24 S to I-495 South (Exit 14) and go towards Cape Cod. Take I-195 West (Exit 1). Go about 1/2 mile to Exit 21, the Wareham exit and take Route 28 North (right). Take Tow Road, the second right (in front of Maxi-Gas on the right side of the road). This road is brand new and NOT well marked. You should not go more than half a mile from the highway or you've gone too far. Go to the end of the road, FFR is the last building on the right, clearly marked.

*From Providence, RI:* Take I-195 East towards Cape Cod. About 15 miles past New Bedford, take Exit 21, the Wareham exit and take Route 28 North (left). Take Tow Road, the second right (in front of Maxi-Gas on the right side of the road). This road is brand new and NOT well marked. You should not go more than half a mile from the highway or you've gone too far. Go to the end of the road, FFR is the last building on the right, clearly marked. □





# 2006 Annual Dinner Gala

Once again, it's time to join PCA friends, longtime and new to celebrate the conclusion of another great Porsche driving season. This year we'll be back at the elegant scene of last years dinner...

The International in Bolton, Massachusetts. We'll dine and dance and toast the success of our fellow competitors and the region. The Paul Vic Express Trio will once again provide us with a great blend of music for dining and dancing. We'll start with a selection of hors d'oeuvres, beverages and the pleasant company of our fellow Porsche enthusiasts, of course. Our dinner will commence at **7 o'clock** with your choice of a beef or seafood entree, salad, warm rolls, and a tasty selection of vegetables and potatoes. The dinner choices are here from the new Chef at the International and they sound wonderful. Your choice of entree will be **Grilled Center Cut Filet Mignon, Panced Seared Fillet of Salmon or Herb-Grilled Chicken Bon Champi.**

Dinner includes an elegant salad course and fresh rolls and an elegant dessert.

Please call Win Perry with any special dietary restrictions we can accommodate. Trophies, doorprizes and centerpieces will be awarded during the evening festivities.



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December 2nd, 2006

6:00 Cocktails & Hors d'oeuvres

7:00 - 11:00 Dinner, Dancing



Directions: From Route 495 North or South, take Exit 27 to Route 117 West. Travel 1.7 miles and turn left onto Wilder Rd. Follow "The International" signs 1.6 miles to gateway on right of Ballville Road.



Visit The International website at [www.theinternational.com](http://www.theinternational.com)

Questions? Contact Win Perry 781-933-5300 days or evenings before 9PM. [wperry@winbro.com](mailto:wperry@winbro.com)

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#### ENTREE CHOICE:

- Grilled Filet Mignon
- Fillet of Salmon
- Herb-Grilled Chicken Bon Champi

Total # of people \_\_\_\_\_ @ \$55.00 per = \$ \_\_\_\_\_ TOTAL ENCLOSED (payable to NER/PCA)

**Late Registration: After Nov. 24 price is \$65.00 per.**

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## Vintage Race Cars & Performance Tuning - A Visit To KTR Motorsports Saturday, January 20th - Starting @ 10:00 AM

Brighten the dark days of winter, and join NER for our January meeting, a tour of KTR Motorsports, located near our Autocross site in Ayer, MA. KTR is one of the very best restoration shops for vintage racing cars anywhere, and a visit here makes the perfect bookend to our always-popular biennial visits to Paul Russell Co.

For over 20 years, KTR has specialized in the restoration, service, and preparation for racing of classic European sports racing machines from the 50's through the 70's. Starting with the restoration of classic Ferrari's, KTR's stable of customers' cars has grown to include a wide variety of street and racing sportcars, including OSCA, Lola, Alfa Romeo, Lotus, Allard, MG, Chevron, Ralt, Lamborghini, and many more. Of course, we can expect to find some Porsches in this distinguished company.

Our tour will include the showroom, the restoration shops, and a brief look at their Dyno. Although very tightly packed, the car storage area always has some amazing classics. General manager Andy Funk (and maybe even owner/racer Bob Gett) will describe the history of KTR and its very comprehensive program of race preparation and on-track support for its customers.

Please plan to arrive at KTR around 10:00 AM. There will be coffee and pastries ready to counter the effects of January weather while we gather and wait for our tour to start. Plan to be finished around lunchtime. A visit to KTR is always worthwhile. Their knowledge, hospitality, and, of course, mind-blowing selection of extraordinary cars will keep your motoring enthusiasm level up until it's time to put your Porsche back on the road. Reservations are not necessary, but to help our planning, and as a courtesy to KTR, please email Win Perry at [wperry@winbro.com](mailto:wperry@winbro.com) if you are planning on attending this meeting.

**Directions:** KTR European Motorsports 99 Fitchburg Rd. (Route 2A) Ayer, Massachusetts 01432 Telephone: 978-772-7800  
*From I-95/128:* Take Route 2 West. After you drive under I-495, travel another 3.6 miles on Rte. 2W. Take Route 111 North (towards Ayer) for 2 miles. At the rotary, take Route 2A West towards Ayer. Continue on Rte. 2A into Ayer center, and stay on Rte 2A as it turns right in downtown Ayer. After this right turn, drive 0.5 miles and take the left fork, remaining on Rte 2A. KTR is another 0.5 miles further on the left at the railroad crossing.

*From I-495:* From I495: Take Route 2 West. Travel 3.6 miles on Rte. 2W. Follow directions from I-95. □



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# Climbing The DE Ladder

Copy By Steve Artick, 2007 NER Chief Instructor

To the disappointment of many, the 2006 Northeast Region (NER) Driver Education season recently ended. On a positive note, it was a very safe and successful year. The DE season started with our annual Ground School (*Thrill Rides 2006*) in mid-February and included events at NH Int'l Speedway, Le Circuit Mont Tremblant and Watkins Glen.

*Thrill Rides 2006* provided an overview of NER's DE program and attracted a record-high 40 plus attendees. Many of them followed through and participated in one or more DE events during the season. I think it's safe to say that a few of them have become bona fide "track rats"! Hopefully, many of them will continue their participation next season, and that the 2007 edition of *Thrill Rides* attracts another bumper crop of new DE participants.

The real "meat" of the season, though, is the DE events and the thrill and enjoyment of participating in them. There are two major benefits that result from participating in PCA DE events. One is learning and applying high-performance driving skills on world-class tracks and road courses. The pure excitement of driving at speed in a controlled environment at the same venues that the pros drive on is an experience that few can equate to in other sports or activities. Can you imagine playing a pickup baseball game at Fenway or taking a few shifts in a hockey game at the Boston Garden (or whatever it's being called these days!)?

Secondly is the ability to apply many of these skills and techniques to everyday driving. It never fails to amaze me how often I apply these skills during my street driving and how much fun the cloverleaf's on Route 128 have become! The important aspect of all of this, however, is that *Education* is the keyword in Driver Education.

If you've never been to one of our DE events, they are both a learning experience and fun. They are not the intimidating,

white-knuckle event you might imagine nor are they like the wheel to wheel competition you see on each Sunday's Nextel Cup race.

At NER's DE events, all drivers are assigned to a run group that most closely matches their skill level of high-performance driving. NER uses 6 different run groups, assuring that drivers are on the track at the same time with others with the same relative skill level and speed. Here's a quick summary of each run group:

- Green* – Drivers relatively new to DE events; each driver is assigned an Instructor
- Yellow* – Drivers with some DE experience, but not ready to drive solo; an Instructor is assigned to each driver
- Blue* – Drivers begin to drive solo at DE events; seeking additional instruction is encouraged
- White* – Solo drivers with an intermediate-level of skill and speed; further instruction to either fine-tune or develop new techniques is advised
- Black* – Experienced DE participants have a high-level of high-performance driving skills
- Red* – Limited to NER-certified Instructors only

Advancement through the run groups is self-paced based on each driver's abilities and comfort level. Moving to the next higher run group is achieved by a driver successfully completing a checkout ride in which he/she is evaluated against a defined set of parameters that the NER Track Committee feels is appropriate for each run group. A list of the requirements to advance to each run group and a copy of NER's Run Group Advancement Policy can be found at [http://www.porschenet.com/DE\\_Pages/Instructor.html](http://www.porschenet.com/DE_Pages/Instructor.html).

Any NER-approved Instructor can administer a checkout ride, but moving up to Blue, White and Black also requires a

*continued on page 22*



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Randolph Racing is open weekdays from 9 am to 5 pm and most Saturdays from 10 am - 4 pm. Please give us a call at (781) 344-1029 to schedule early drop-offs / late pick-ups and Saturday appointments.

We look forward to seeing you.



Student with instructor

2<sup>nd</sup> checkout ride (i.e. a “second opinion”) with the NER Chief Instructor or his/her designee. This 2<sup>nd</sup> opinion ensures that drivers are advanced only when there is a consensus agreement that the driver can adequately and, most importantly, safely drive in a higher run group.

To become an NER Instructor, a driver has to be a very accomplished driver who has satisfied a number of prerequisites to be eligible to enroll in NER’s highly-successful Instructor Development program. This program is managed by Paul Avery, and information on the program can be found at <http://www.porschenet.com/DEInstDevProgram.html>.

During the 2006 DE season, a large number of NER DE participants advanced to a higher run group. Some even were able to advance two run groups. The drivers that successfully advanced this season are listed below. All of them made great progress in furthering their driving capabilities and each deserves to be recognized and given a hearty congratulation for a job well done!

So, for those of you who have been thinking about driving in a DE event, please take that first step and learn more about our Driver Ed program by attending our annual indoor Ground School. As in past years, it will occur next February. Details on this event will be available very soon! ☐

Driver Name		Run Group Info	
Last Name	First Name	From	To
Anderson	Sarah	Green	Yellow
Arenstam	Brian	Green	Yellow
Artick	Jennifer	Blue	White
Ascher	Suzy	Green	Yellow
Blanco	Ramon	Green	Yellow
Cacia	Fedele	Green	Yellow
Cavaletto	Dan	Yellow	Blue
Clingman	Palmer	White	Black
Curtis	Phil	Yellow	Blue
El Rafai	Khalid	Green	Yellow
El Rafai	Khalid	Yellow	Blue
El Rafai	Osamah	Yellow	Blue
El Rafai	Osamah	Blue	White
Estella	Tim	Yellow	Blue
Forman	Doug	Yellow	Blue
Furey	Joel	Yellow	Blue
Johnson	Steve	Green	Yellow
Karl	Kristin	White	Black
Keimach	David	Blue	White
LaRocca	Pete	Green	Yellow
Loveless	Ben	Yellow	Blue
Luciano	Chris	Green	Yellow
Maloney	Pat	Green	Yellow
Marfori	Joseph	Blue	White
Martindale	Jim	Green	Yellow
Myers	Rick	Blue	White
Myers	Rick	Yellow	Blue
Osche	Greg	Green	Yellow
Osche	Greg	Yellow	Blue
Putnam	Bill	Blue	White
Sharrow	David	Yellow	Blue
Uliss	Steve	Green	Yellow

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# Zone 1 Autocross Competition

Copy By Steve Ross, Photos By Daniel Walton

For the first time in a number of years NER hosted the 21<sup>st</sup> Annual Zone 1 Autocross at our home base of Devens in early October. Typical for the season we had some coolish almost frosty mornings but soon the fall sun warmed all the participants up with near 60 degree brilliant sunshine. Northeast Region's own Activities VP Ron Mann devised a seemingly pylon hitting free course but somehow the magnetism or something of Porsches seemed to knock down a large number of our newly purchased little orange markers. Times were in the minute plus range and speeds were right on the max allowed us by the powers to be at the Recreation Dept. at the site.

Sunday NCR expert Chris D'Arminio set up a slightly more technical course using a few of the Saturday cues which resulted in times coming in at the lower end of the 60-second range. That allowed the travelers to start their journey home in good time. Both days afforded six official runs. Our zone representative, Henry Hoeh, reinstated the region challenge this time requiring a minimum 10 person teams with a 4-person tie breaker available to the larger teams. Up for the challenge were NER, NCR, NNJR and Metro NY. Good publicity and a strong local presence by the nearby regions boosted attendance to a near record level of 108 drivers on Saturday, which slightly diminished the following day.

Results showed yours truly taking the S03 showroom stock class of 4 by over 6 seconds combined. S04M was a NNJR event as Lou Hudyman's Boxster S edged out fellow region member Dave Kupferschmid by a few seconds. Kelly Malone (NNJR) in So5L ended up winning when NER's Suzy Ascher was a no



Not your typical autocross competitor - 996 GT3 Cup Car

show on Sunday. Old timer Paul Tosi from NER led a 1-2 win in S08M with car owner Dick Demaine's 911 Cabriolet a distance behind the experienced hotshoe. S09L saw a New England shoot out between Carol Hottenrott and Shary Keimach, with Carol taking the marbles by 4 seconds combined.

Hubby Dave Keimach devastated the S09M class with his 997 C4S in spite of a healing left Achilles tendon which necessitated crutches while outside the car. Another blast from the past found participant Roger Warren, now living in RI, trailed in second place. Tom Tate's 914 failed on the way to the event so he enlisted the old reliable 356 Speedster that he just purchased to co-drive with Rich Towle. He then on Sunday brought his familiar black Speedster to exercise it in class P01M. NNJR's Stephanie Chang, a nationally ranked SCCA Solo driver, had only Lisa Roche from NCR to contend with, but that was no



Mark Schnoerr



NER's Steve Berry

problem as she dispatched her by 4 seconds in a 924S. Meanwhile co-driver Joe Kraetsch avenged the defeat by besting the large P03M class with same 924S ahead of nine other cars in-

cluding Stephanie's co-driver Naino Narma. NER's Dave Benignson had a bye with his competition not showing on Sunday, but



continued on page 26

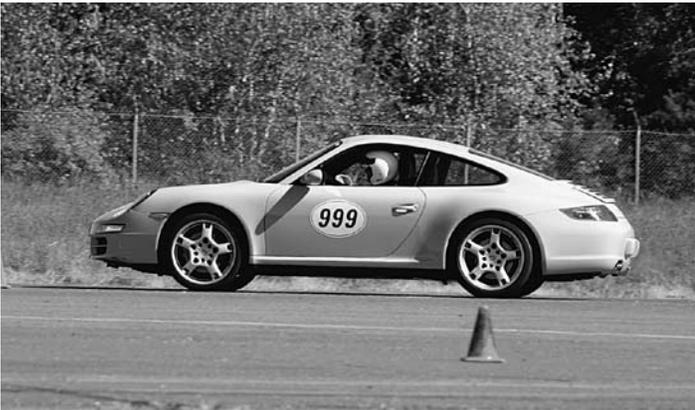
**Zone 1 Autocross** - continued from page 25



*Under hard braking*



*NER's Charles Stromeyer*



*Yellow 996*



*The perfect autocross car - a new GT3*



*Just far enough away from the cone*



*Where too next?*

he was 4 seconds ahead anyway with the 944T for an easy win.

A real dogfight in P05M found George Rouhart winning with some borrowed tires from second place finisher Neil Halbert (muttering to himself about why he loaned them to George). George stretched his lead the second day to best the four other cars in the class. As usual Fran O'Day breezed to a win this time besting Ed Marchwicki and an old 911T by a whopping 14 seconds. NNJR's Howard Mintz edged out the cross river rival Tom Moehringer in similar vintage 911S by barely a second in P07m. Brian Law's rapid 911Sc continued its unbeaten streak this time outdistancing the field, which included his son, by a whopping 8 seconds plus total time.

P10L was a group of bumped ladies from various classes and NER's Brenda Marchwicki, Nann Weissenberger, and Sheryl Sullivan along with Christine Skaubiits swept the top 4 positions.

Some notes from other classes: Don Coburn participated in his 21<sup>st</sup> Zone Autocross, the only person to accomplish the

feat, and won to top it off in P10M. Our own George Dominiak came in 3<sup>rd</sup>, off his usual pace to a couple of NNJR and Metro pilots. Ron Mann easily outdistanced Greg Osche also from NER in P12M. Christine Coburn bested the Boxster women in P14L, Jonathan Cowen, after a tight lead on Saturday, blew open the gates by a full 2 seconds for a victory in P14M. The Schnoerrs Mark and Sigrid, easily dominated the IO1M class with great times. Steve Berry led a 3 car NER contingent in IO3M. Ed Newman easily took Robert Meeker on the only day they both competed. M02M saw the return of the Russell, Hanson duo in a heavily modified 914-4 that used to visit our events. Both now hail from NCR. Mark Skala, used to having his way locally, was bested by Bob Ida in a 924S for top Mo3M honors. Perennial FTD driver Dave Newman showed no mercy in M04M but lost to Radomin Delgado of NNJR in M05M for those honors this time.

Finally NER did show well in the team challenge copping the trophy by a mere 2 points over the NNJR troops. NCR followed in third, while the "Yankee lovers" from METRO met the same fate as their big league heroes.

Thanks to our aforementioned course designers and special thanks to Joe K and Lisa Roche for their dedication and hard work along with the rest of the timing crew to pull off a great event. Also a great big round of applause for event sponsor Mike Noonan and Mike's Autobody. ☐



*Blasting past the pylons*

# NER's First Ever Garage Tour

Copy By Win Perry, Photos By Dave Weber & Win Perry

As I turned down the driveway towards the Weber's West Boxford home, five minutes before the official starting time of 9:00 AM, I could see that the lengthy driveway was already choked with Porsches. This cool, sunny morning in the middle of foliage season was going to be a great opportunity to combine leaf peeping with Porsche gazing, see some cool cars in awesome garages, and get together with old and new friends.

Dave and Susana Weber volunteered to be our meeting point and first stop. Their contemporary home is set on a large lot in rural West Boxford. Next to their home with its conventional attached garage for everyday transportation was the tour's first GARAGE, a large two-story structure that is home for three of Porsche's best modern 911's. Inside were two race cars: Susana's blue 2001 ex-racer Cup Car and, next to this, was Dave's bright yellow 2003 Cup Car decorated with some pretty snazzy blue graphics designed by Susana. The third and final 996 occupying this space was a very shiny, almost sinister black 2004 GT3 that is Dave's commuter car (except in winter). Tough life Dave. Upstairs was a nice study housing Dave's sizable collection of



Bob & Karen Cohen

model cars plus a fully equipped weight room. Heading back downstairs, the Weber's had laid out an ample breakfast buffet



We had perfect Porsche weather for the tour



*A rare Wender*



*Entrance to Bob Cohen's garage*

and lots of hot coffee. Very much appreciated by the now more than fifty NER members milling around, admiring the cars and chatting. Another nice touch here was that the fully finished walls (no bare studs here) were adorned with posters: both historic Porsche racing posters and more recent creations by Susana. However, soon enough it was time to conclude this conviviality and head off to the next stop.

Tourmeister Steve Ross came up with a real find in nearby Haverhill. After a short drive, we headed into an unremarkable industrial park and made our way to CB Restorations, and, more particularly, the warehouse unit adjacent to CB. Here we were met by Carl Brown the owner of CB Restorations. In addition to

*continued on page 30*



*Breakfast at the Weber's*



*Porsche's everywhere in the Weber's driveway*



Great Garage Co. owner Allen Frechter

his regular work (currently including restoring a 540K Mercedes and a '32 Ford hot rod coupe), Carl has been restoring an entire collection of cars belonging to NNJR member and uber-collector of early Porsche's and VW's, John Herllin. Inside this space were an amazing variety of rare and early cars. John's passion seems to especially be custom bodied examples of Prof. Porsche's two famous designs: the VW "beetle" and the 356. Starting with the latter, there were a lot of examples, both restored and pretty scruffy examples awaiting attention from Carl. Some of the rarities include: a 1955 Continental roadster, an early bent window roadster, a 1957 Wendler Special (only four built), and a 1955 custom bodied red Danenhauer Stauss (probably misspelled by me) roadster from Austria. I'd never seen these models before. On the VW side, there were several examples of lovely coachbuilt Rometsch Beeskow cars (another example was written up recently in *Excellence*). There was a first year of production Karmann Ghia and (yet another) coachbuilt special, this one being a VW cabriolet made before the factory made any rag top beetles. According to Carl, the performance of the VW specials



Tour organizer Steve Ross with fellow tour participants



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has been enhanced: Mr. Herllin has had pre-A Porsche motors fitted instead of the stock 36 HP engines.

After enjoying these rarities, it was time to try the tour part of our Garage Tour. Steve had planned out a back roads foliage tour from Haverhill to Bob and Karen Cohen's home in Bolton that included plenty of miles through Carlisle, Concord, and Harvard. Despite the excellent written directions, it is possible to get lost on these secondary roads. It was definitely unnerving to see a whole caravan of Porsches heading in the opposite direction from me on Bolton Road in Harvard.

In the end, we all made it to the Cohen's new home in Bolton. Walking down the drive in rural Bolton (I guess to have a cool garage, you have to live in the country), you might have supposed that Bob's garage was the handsome four-car entity attached to his home. But, no, the real GA-

*continued on page 32*

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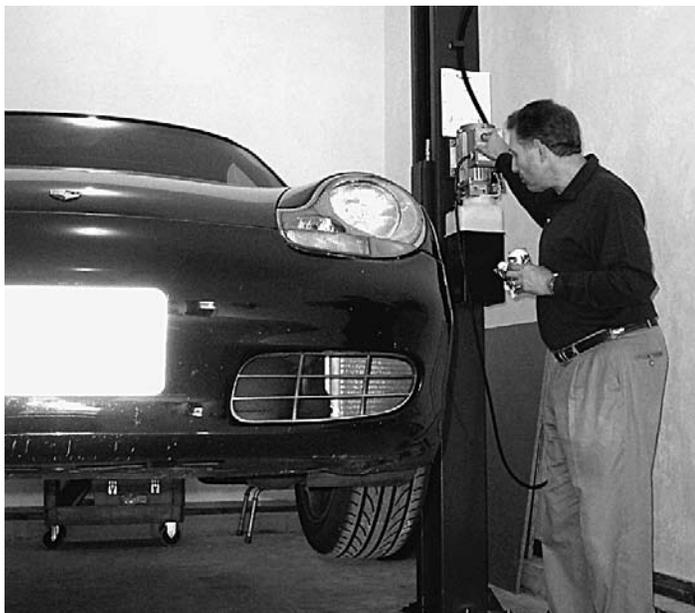
A glorious fall flower display at the Cohen's home



A rare Rometsch?



356 Continental restored by CB Restorations



Bob Cohen demonstrates his lift

RAGE was Bob's "barn," a high ceilinged, freestanding structure that can easily hold four vehicles. And, this one has a real lift, about 13 feet tall. No more sore back or knees for Bob. I'm really envious, especially since Bob had his son's Boxster suspended in midair. Also on display was Bob's 993 C4S and his black and yellow killer bee Miata, a supercharged and caged spec-Miata *plus* which may humble some Porsches at DE.

Then it was onto I495 to the Mass Pike to I95 and our final stop in Needham. The Great Garage & Closet Company is located right off the Highland Avenue exit along the banks of the River Charles. There, owner Allen Frechter and PCA member and Organizing Consultant Elizabeth Selders were waiting for us with lunch. Allen displayed and discussed a number of storage cabinets and flooring products for garages, after which Elizabeth provided pointers on how to get a garage cleaned up and organized. After looking over the various products and getting individual tips from Allen and Elizabeth, the tour was over.

All in all, a very enjoyable day. Special thanks to Steve Ross, the Weber's, the Cohen's, Carl Brown and Allen & Elizabeth. This was our first take on a Garage tour; it may become a habit. □



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# Autocross #4 Results - Sponsored By Ira Porsche

CLASS	PLACE	ENTRANT NAME	FTD
1	1	Mark Schnoerr	01:23.0
	2	David Schnoerr	01:24.8
	3	Tom Tate	01:25.6
2	1	Joe Kraetsch	01:26.6
	2	Michael Tosi	01:27.3
	3	Lisa Roche	01:31.3
	4	Bob Ellis	01:38.3
	5	Rich Adams	01:44.7
4	1	Neil Halbert	01:24.7
	2	David Benningson	01:28.3
	3	Chris Jaber	01:39.9
	4	Zaki Jaber	02:03.4
5	1	Don Wolcott	01:28.3
	2	Nann Weissenberger	01:28.5
	3	George Rouhart	01:29.8
6	1	Francis O'Day	01:35.4
	2	Howie Finn	01:40.0
7	1	Brian Laws	01:25.8
	2	Chris Lovell	01:26.8
	3	Robert Canter	01:28.3
	4	Gerald Fitton	01:33.7
	5	Jeff Johnson	01:38.4
8	1	Jonathan Cowen	01:21.6
	2	Oliver Lucier	01:22.0
	3	Christina Colburn	01:24.2
	4	Winfred Perry	01:25.7
8SS	1	Steve Ross	01:26.7
	2	Stephen Keen	01:29.0
	3	James Carolam	01:31.0
	4	Suzy Ascher	01:33.1
9	1	Greg Osche	01:25.4
9SS	1	Cuan Coulter	01:29.8
	2	Craig Crossley	01:31.5
	3	Lee Coulter	01:32.5
	4	Charlie Carchedi	01:33.0
	5	Carol Hottenrott	01:33.7

CLASS	PLACE	ENTRANT NAME	FTD
10	1	George Skaubitis	01:28.2
	2	Christine Skaubitis	01:28.2
	3	Brenda Marchwicki	01:28.3
	4	Sheryl Sullivan	01:29.0
	5	Janus Cole	01:34.2
	6	Vito Perna	01:42.2
11	1	George Dominiak	01:25.9
	2	Ted Shaw	01:30.2
	3	Lisa Shaw	01:56.5
11SS	1	David Keimach	01:24.6
	2	Teddy Geldmacher	01:25.5
	3	Paul Tosi	01:26.8
	4	Dick Deamine	01:27.3
	5	Alex Corbacho	01:29.1
	6	Chris Geldmacher	01:31.2
	7	Marc Corbacho	01:36.0
	8	Shary Keimach	01:39.5
13	1	Stephen Berry	01:22.5
	2	Steve Smith	01:28.5
14	1	Charles Stromeyer	01:21.8
	2	Mark Skala	01:22.4
	3	Christopher Tuck	01:23.6
	4	Jon Swanson	01:27.5
	5	Paul Swanson	01:45.2
	6	David Damrell	01:49.5
15	1	Ronald Mann	01:21.5
	2	Cara Ness	01:30.5
	3	Kevin Saltzman	01:36.7
16	1	Bill Seymour	01:20.0
	2	Jason Fair	01:24.2
	3	Dan Finn	01:26.5
	4	Lorn Clancey	01:34.6



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Driving the ovals (and this is *nothing* like NHIS) is very strange. The car is completely compressed but with all that compression your car still finds a way to move all around on its own. You don't turn the wheel at all until you enter the infield. It is strange. In fact in a video that was sent around after we got back, from a driver named Leah Kean, showed him going through the ovals with his right hand on his lap steering with his left. I would be bursting blood vessels in my brain if I ever tried that. There are a great many people that have the so called "Death Grip" on the wheel. I wasn't quite that bad but I had both hands on the wheel. I don't know why though. The car went anywhere it wanted and the Tunnel Bump sucked. I eventually found a slightly higher line through NASCAR 4 allowing the car to exit a bit smoother without any crying from the driver.

Finally you head into the Tri-Oval Start/Finish. This was a very different turn. I don't think I ever got truly comfortable here, mainly because this was where we caught most of the traffic. In our cars we were flat out for a very long time. When I came up to traffic and the second gear Turn 1 I tended to be a bit more forgiving (or self preserving) than usual. The closing speeds were amazing. I was passing slower cars coming out of 4 by a difference of about 60 mph. This was one of the reasons why the track was scary. We were coming out of 4, along the wall, passing and the slower drivers had better know we were there before they drifted upward. It got heart stopping close more times than I would have liked. The other touchy area was again the Tri-Oval. Natural instincts beg for you to move to the lower side to out brake slower cars to the apex at Turn 1. This was not always the best thought out plan. I had a slower car force me onto the apron at about 120. That scared the living crap right out of me as the car toggled between the apron and the banking and back again. I soon started to late brake from the outside of Turn 1.

You are probably wondering how we did in our races? Andy came up to speed pretty quickly. I had a wheel bearing problem for the first 2 sessions that was the cause of a lot of excitement. After that I started my attack. We did very well in practice but it took me until qualifying to stay flat through both ovals and the tri. It is very tempting to lift for safety's sake.

Andy did an amazing lap in qualifying getting him in the top ten. Unfortunately he never got to that point again. Of the two of us Andy did great finishing I think 5th in the Sprint Race and third in the Enduro. I had some good lap times but finished 11th in the Sprint race. A respectable finish in that company but not as good as I would have liked.

James Marshall blew his head gasket in lap one of the Sprint Race and our friend Case came into Turn 1 and came around the guard rail to find an I-class car blocking the track. Boom! Apparently some bonehead spun the guy coming into 1 and then got away while Case and the I-car collided. The I-car and Case were both found not to be at fault but the other guy had to go home. See ya!

Sunday was my big day, I thought. The air was a little cooler for the turbo and I was hot from the start of the day. The sucky part was they used Sprint race qualifying for the grid of both races instead of using the fastest Sprint lap for the Enduro Grid. So I was further back then my ability would have had me while Andy was up front.

In the Enduro I got a great start and picked up a couple of quick spots and actually passed Andy on lap two when he was showing off his car control in the Bus Stop. Unfortunately in the next few laps I had to avoid a spinning car in the Bus Stop and had to dive to the inside putting both right-side tires in wear holes. Next thing I knew I was down on power, twenty mph slower coming out of the ovals. What could it be? I noticed that I was only getting 6/10th of my boost.

So because Case and James were not racing they had decided to crew for us. When I lost boost I was talking to Case on the radio when Andy chimed in reminding me how I lost power at Summit when my air intake got blocked with tire rubber. So thinking that was the problem I asked Case to send James back to the trailer to get a #5 Allen T to check the air filter. Since we were



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only a few laps into the race the pits were not open yet. When I finally went in for my pit stop a double yellow came out so Andy came in also. While James was unscrewing the air cleaner cover Case discovered the problem. The vacuum line attached to the underside of the throttle body came off and due to engine heat and tightness he was unable to get it on even after 5 minutes of trying. Finally he read my mind and yanked the vacuum line off the cycling valve.

Turbos are a nightmare when it comes to vacuum lines and their respective effect on boost. The throttle body vacuum line diminished boost where the cycling valve increases boost but at a cost. The engine runs dangerously lean.

Anyway my 5 minute pit stop went to 6 by the time I got back out onto the track with Andy right in front of me. When I blended back on the track I noticed that the car had full boost. Apparently one vacuum line off set the other. So I radioed Andy and said let's get 'em! The car was fast again but as usual Andy with the non-turbo car was able to point and shoot through traffic. I sometimes get bogged down. I was making good lap times, a full 5 seconds faster with full boost. Later in the race I noticed my fuel level was pretty low and asked Case how much time was left. Somehow I thought he said 35 minutes so I went

in a second time to take some fuel. I didn't need too. So I came out right in front of Andy and for the first time went three wide on the first oval (me in the middle) with Andy behind telling me all about it. Later he told me that there wasn't a foot on either side of my car. I am glad he kept that information to himself while I was in the position.

Well through some fast aggressive driving I was able to finish 23rd out of 64 and 15th in class out of 32. Not bad for two pit stops and no boost for 30 minutes. Andy wasn't sure how he did especially since the second lap spin in the Bus Stop, but he did fantastic finishing 5th over all and 3rd in class.

Will we go back? That's tough to say. We both enjoyed it and I actually got pretty comfortable towards the end so I think we both would do well next year. It will all depend on if Case and James want to do it again and volunteer to trailer our cars. It is not a drive I want to make alone since Andy can not take that much time off of work at that time of the year. There is always the Summit Point Race with is a lot of fun if we don't go to Daytona.

Time will tell, at least I raced on the banks of Daytona and survived. That could not be said for many drivers. Due to the

*continued on page 42*



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got to the track my speech was very slow and stiff as I waited for my face to thaw out. Of course I told everyone that it was a great ride and I was fine. Like Bill Cosby said years ago "why, should I, tell them?"

We had gotten into the right class and the tech guys came over to inspect a car that was built before they were born. I showed them where the battery was and what a carburetor looked like, it was like a museum tour. The tech sticker got put on the roll bar and we were in. The day could only get better and it did.

Little Red loved all the attention and with numbers on the doors he seemed to really flex his muscles. In all fairness this 356 was way off the pace of the more modern cars but since we were in our own class it really didn't matter. With regular radials that don't have the grip of R compound tires and the VW swing axles it was a real handful but it was fun. It was all about style that Saturday in the sun. It was just like ice racing, just turn into the direction of the skid.

At the end of the first day the folks in Zone 1 knew a lot more about 356's and how the humble Speedster had turned the heads of Americas sports car drivers over a half a century ago. After much discussion and a look at the weather forecast we decided that, Blackie, sitting apart in the garage, should come out to play too, and that they would both compete on Sunday. By cell phone I enlisted another friend, Jim Logan, from Shine Racing to join us. Given the chance, he leaped at the opportunity to drive the open car to the track the next day. Little Red went to Richard's barn, only 15 minutes from the track, and I borrowed his ride to get home.

My understanding wife assisted in all this traffic by dragging the dead 914 home behind her BMW with a rope on Sat. night. It was just pushed into the garage to wait while my efforts went to assembling Blackie for a final unexpected run before a long winter nap. With the battery in place, the spare back in front, velocity stacks on, tire pressure set and some raw gas poured down the carbs, he fired right up. The drive to Ft Devens on Sunday morning was every bit a cold as Sat. but I was driving the Eurovan that my co driver loaned me. I told Jim to dress warmly but you know how kids are, with no hat (I offered) and only a light coat, I don't think he warmed up until noon. There was some early morning fog in some of the low lying areas that we passed through and as the cold Speedster windshield hit the moisture, the glass fogged up instantly. I could see Jim reaching over the top of the windshield to wipe it off so that he could see the road ahead. If it were me I

would just look over the glass but I was in the van with the heat on full blast and that windshield was clear as a bell.

With both cars finally side by side in the pit area it was mentioned that we had the most expensive race team there. Even the GT3, the fastest car of the day, seemed to dip the front spoiler when he rolled by in tribute to a couple of aging racers. The 356's had the time of their lives as the temperatures rose onto the 70's and they ran nose to tail, run after run. Neither car missed a beat all day. Blackie was set up a little better for track use with a set of Koni shocks. Little Red got us into the event by the narrowest of margins and Blackie went on to pick up ten points to add to the final tally for the Region. That was four more than the 914 could've gotten on that car's best day.

At the end of what had to be the best autocrossing weekend in memory the final Regional results were announced. The Northeast Region had beaten its old rival, Northern New Jersey Region, by 3 points. Isn't it strange how things work out?

Just to put a final chapter on this tale, I got home, and had just put ice in my glass for that first victory drink when the phone rang. It was a fellow in Seattle who had decided over the weekend that he would buy Little Red. We had talked the week before, I sent photos and the *NOR'EASTER* articles giving the history of the car and the fellow just had to have it. As a final connection it seems that the buyer lives a few miles from Ralph Meany's old shop and had done business with him to keep a 911 alive from the late '70's until he retired. He was happy to hear that Ralph had been in Little Red's life years ago.

Just think of all the ifs in that weekend. If the 914 hadn't died, if Little Red hadn't been ready to go, if either 356 had broken,

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the list goes on. I'm sure that besides the sight of two old cars being driven to their limit everyone in the region appreciated their contribution to the score. Not to take away from all the drivers efforts but it sure is nice when a couple of nearly 50 year old cars can help out with the final result. But I really do have to wonder, since Majik, Blackie, and Little Red were parked together in the lower garage all summer, do you suppose that they planned their own strategy? They certainly had plenty of time to talk it over and decide what they had to do to get the job done. And they certainly got the job done that weekend. My guess is that Majik and Blackie will spend many a winters' night in the years to come talking about the summer that Little Red came home to play. What do you think? KTF ☐

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**Check Your Mirrors** - continued from page 9

were other GM facilities as well as Daimler Chrysler and Bosch. Getting lost once, we got a "tour" through some very well heeled suburban homes and country clubs. Years ago, I was trying to sell equipment to the automakers. Compared to aircraft engines, I found the culture very old boy, insular, and smug. One hopes that these attitudes have changed.

I have one more driving event scheduled (which I will doubtless write up next month). Then it's time to settle in for a long winter. However, NER has some pretty cool meetings coming up. Stay tuned to the *NOR'EASTER*. ☐

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**Out In The Passing Lane** - continued from page 4

My favorite gadget so far is the rain sensing wipers, which have been used a lot this past week. Not having to turn the wipers on and off in light rain is real convenient. I also like, surprisingly, the automatic headlights – a feature I've never had in a car before. The MMI system in the car has so many programming setup options; I'll be buried in the instruction manual for weeks understanding how everything works. I did have to switch from XM satellite radio to Sirius, as XM is no longer an option on Audis. So far I haven't noticed much difference in the programming so I guess that's not a problem.

I've owned Audis for a number of years so I'm more than a little biased, but I can state unequivocally that this is the best Audi I've ever driven. What's gotten the most attention when I've parked the car at work is that for the first time anyone can remember I'm driving a car that's not painted black. Continuing my post age 60 subtle life changes I opted for a light silver metallic color on this car, a change that has my fellow employees wondering if I'm losing it!

While I was at the photography seminar, Susana was vacationing with her sister in Ireland. With both of us out of the house for several days, we decided to have our wood floors sanded and refinished. We'd put that project off for years, not wanting to deal with all the dust that's normally created when floors are sanded. I happened recently to stumble across and ad for a company that used equipment "that captured all the dust" leading to a 99.5% plus dust free result. I was a bit skeptical of their claim, but we couldn't put off the work any longer, so we contracted with them to do the work. Wonder of wonders when we returned home the floors looked fantastic, like new once again, and amazingly enough there was little or no dust residue. The project probably cost a bit more than the regular process, but it's clearly worth it if you don't have to deal with a major cleanup afterwards.

We've vowed to not wear shoes around the house so as to preserve the pristine condition of the floors, we'll see how long we stick with that.

If you're also interested in photography, I can recommend several other pro-photographer web sites you might want to check out. Regis Lefebure does a lot of sports car photography, particularly for Audi. Check out his web site at [www.regislefeburephoto.com](http://www.regislefeburephoto.com). Vincent Versace does spectacular landscape work, and his work can be viewed at [www.versacephotography.com](http://www.versacephotography.com). Andy Katz work on landscapes and models is equaling gorgeous, his work can be found at [www.andykatzphotography.com](http://www.andykatzphotography.com). And if you're interested in wildlife photography, one of the best at it is Moose Peterson. His web site is [www.moosepeterson.com](http://www.moosepeterson.com). ☐

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5. She has not "BEEN AROUND" - She is a "PREVIOUSLY-ENJOYED COMPANION."
6. She is not an "AIRHEAD" - She is "REALITY IMPAIRED."
7. She does not get "DRUNK" or "TIPSY" - She gets "CHEMICALLY INCONVENIENCED"
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10. She is not a "TRAMP" - She is "SEXUALLY EXTROVERTED."
11. She does not have "MAJOR LEAGUE HOOTERS" - She is "PECTORALLY SUPERIOR."

12. She is not a "TWO-BIT HOOKER" - She is a "LOW COST PROVIDER."

**How to speak about men and be politically correct: (also edited)**

1. He does not have a "BEER GUT" - He has developed a "LIQUID GRAIN STORAGE FACILITY."
2. He is not a "BAD DANCER" - He is "OVERLY CAUCASIAN."
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4. He is not "BALDING" - He is in "FOLLICLE REGRESSION."
5. He is not a "CRADLE ROBBER" - He prefers "GENERATIONAL DIFFERENTIAL RELATIONSHIPS."
6. He does not get "FALLING-DOWN DRUNK" - He becomes "ACCIDENTALLY HORIZONTAL."
7. He does not act like a "TOTAL ASS" - He develops a case of RECTAL-CRANIAL INVERSION."
8. He is not a "MALE CHAUVINIST PIG" - He has "SWINE EMPATHY."
9. He is not afraid of "COMMITMENT" - He is "RELATIONSHIP CHALLENGED."
10. He is not "HORNY" - He is "SEXUALLY FOCUSED."
11. It's not his "CRACK" you see hanging out of his pants - It's "REAR CLEAVAGE. ☐"



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## Info Wanted

1955 356 Continental coupe information wanted. Now dark red (maybe it was then), car was raced at New England tracks probably in the 1960's, 1970's. Any old photos or knowledge of who drove/owned it would be appreciated. Tom Coughlin, TLC356@verizon.net. Tel 781-461-0495

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### Driver's Window - continued from page 37

severe forces on the banking oil levels had to be kept on the high side. Many cars lost their motors due to oil starvation. Then there were the cars that made contact and there was plenty of that. The only thing is that it was mostly single car incidents. One incident involved Ernie Jakobowski in his new Cayman that had all four wheels off the ground up on the tire wall in Infield Turn 5. Not too much damage until the wrecker had to pull it down.

Well, one more Steve Boris article and I'm HIS-TO-RY. ☐



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