



Essex River Cruise

ESCAPE
To the
Finger Lakes

PorscheFest 2006

First Great Garage Tour

THE NOR'EASTER

SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 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:

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Barry Brensinger

Caryl Brensinger

Greg Brown

Alan Cady

Russ Castagna

Bob Cohen

Jim Colligan

Mark Deltufo

Peter Dikeman

David Freedman

Mark Forrester

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Dave Maynard

Michael Melton

David Ordway

Brad Parker

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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

Photo of Paul Frucci's (NCR) bright red 911 on the front straight at NHIS on a bright August afternoon. Photo by Dave Weber.

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Graphic Designer Susana Weber
Advertising Mgr. Karen Adams
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Out In The Passing Lane

Dave Weber



What does it say about me that I'll use a perfectly good day of vacation to engage in assorted projects around the house? Come to think of it, I've also used a vacation day this year to work on editing *The NOR'EASTER*. I must be losing my mind!

I took a recent Monday off with the express purpose of power washing our race car trailer, a task badly overdue. Since I had the power washer hooked up, I "might as well" cleaned the deck furniture. There went three plus hours of vacation time. The deck furniture looks a lot better, and the trailer is a bit cleaner (I need to do over the trailer to remove the second and third layers of grime), but this effort certainly qualified as work not recreation.

Once I was on a house project roll, I moved onto repairing things. First a couple of landscape lights needed attention, then a wooden deck chair needed some work to make it safe to sit on. Of course our potted plants needed water since we've had little rain this month, and Susana want-

Several months ago I wrote about all the technology now available in new cars, and how I thought most of it was overkill.

ed a couple of very large potted plants relocated.

I needed to pick up the mail, so why not at the same time get a propane tank refilled, and get some gas for the lawn mower. While I was out I determined I ought to stop by the local premium car wash and get our A6 cleaned up (parking on the waterfront in Gloucester has its airborne hazards). A few more hours passed quickly. Answering email took some time, as did making a few phone calls to find out the status of a pool repairman who was supposed to arrive in the morning but didn't arrive till 3 PM. A little weed pulling rounded out the day nicely. So much for my relaxing day at home.

I think I was spurred into action on a number of these little house projects as a result of our having our house and car garage repainted. Both buildings needed the paint freshened, particularly our house which I don't think had been painted in ten years. Unfortunately in the process of prepping the house for painting, staging was put on parts of the roof, and of course it was

observed that maybe our asphalt shingles were coming to the end of their useful life. I think we'll opt for metal roofing as opposed to more asphalt shingles. Metal roofing can be installed over existing roofing materials, thereby avoiding the mess associated with removing the existing shingles. That's another major project that we'll have to fit into next year – house maintenance tasks never seem to end.

Further confirmation that I'm losing my mind can be found in the following two questionable acts. My company provided A6 is due for replacement. I've consistently ordered my new cars (personal and company provided) painted black, but not this time as I've broken out of my pattern and selected light metallic silver as the color for my new A6. I've also finally acceded to my hair stylist's suggestion for a new hair cut style; supposedly it will make me look much younger and more contemporary. Turning 60 years of age must be affecting my mental state more than I appreciate.

Several months ago I wrote about all the technology now available in new cars, and how I thought most of it was overkill. Well I have to own up that my new A6 will be packed with nearly everything available as an option. I opted for the navigation system, despite the fact I rarely drive anywhere requiring such assistance. The car will come with Bluetooth capability, so I can connect my cell phone to the car. I'll have Sirius satellite radio (XM's no longer an option), and automatically folding outside mirrors, headlights that move with my steering input, heated seats, extra airbags, electronic sun shades, and on and on. I passed on the push to start the engine button, as I couldn't justify the extra couple of thousand dollars for the full technology package. Will I use all these gadgets, well of course the answer is no; but I will be comfortable with the knowledge that I could use them!

As for our race cars, finally Stack now sells a Windows XP version of their data acquisition software. I can now retire my Windows 98 laptop that I hauled around to driver education events. The software was a bit clumsy in some aspects, and the slow boot up of my old laptop made using the software maddening at times. The new version includes a number of enhancements

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The Driver's Window

Steve Boris



Everyone has a favorite track. Whether based on a combination of turns, elevation changes, and even the level of difficulty. If I was to pick a track that has all 3 it would have to be Mosport. Many drivers don't like it because it is very tough to drive fast due to the level of guts and faith required seem higher than other tracks that we drive (Mid-Ohio may be a close second). When driven well it clearly rewards you with that kind of nervous adrenaline rush.

At this years Mosport race we had lots of fun. Andy's car is finally back in peak form after a couple small set backs. Unfortunately he didn't have a new set of Hoosiers with him or he would have spent the weekend on the podium instead of me. Friday's practice went well but we didn't get close to our fastest times at the track. It may have been due to the on and off damp conditions or just not pushing yet.

Saturday we were scheduled for our 30 minute (20 lap) Sprint Race but a HUGE amount of rain hit as we sat on the grid. They gave us a 10-minute

Then the thunder and lightening started and they called the race before anyone was sent out on the track.

break to go back and put on rain tires or in our case get out of our suits and watch the others head back up to the grid in some of the heaviest rain we have seen in a while. Qualifying went very well. Andy was gridded 2nd and I was 4th out of 40 cars.

Then the thunder and lightning started and they called the race before anyone was sent out on the track. Mosport is very cautious when there is lightning in the area. Unlike other race tracks the corner workers at Mosport do not use radios. They are hard wired together making very nice electrical grounds.

So now what do we do? We sat around waiting to hear what the plan was for Sunday. As it turned out they decided to run an 18 lap Sprint race and a one-hour (instead of a 90-minute) enduro. The catch was they were going to combine some groups together for them both so I think when we finally gridded Andy was 6th and I was around 8th or 9th once the D and E cars were added.

The good news besides it being sunny was that the air was cooler than it had been all weekend.

Turbo weather! Yeah baby!

The race was awesome Andy and I ran pretty nose to tail for several laps when I got by him in turn one because of the 944 balance over the 911 and my ability to hug the inside and break later. Our other friend Chris Reinsborough in a very fast C4 was starting to catch us and as I got by Andy I told him on the radio that he could stay and play with Chris and that I wanted no part of him.

Shortly after that we had a few cars go off in a couple parts of the track so a Full course yellow came out and we eventually sat in the pits for a few minutes. This was not good news for any of us but it was especially bad for Andy because a GT5 944 and Chris's C4 were right behind Andy. Before the caution we all had a decent lead of other cars but the yellow bunched us all up again.

As we roll onto the track we were wondering how many laps we were to get. After 2 laps we got a radio call from our crew saying he thought the checker was coming out. I was fine. I had a good hold on 2nd place behind Karl Poeltl's S2 but Andy had spent the last two laps holding off Chris. Coming down the back straight Andy was fully expecting to get the checker on this lap and as Chris pulled out to go by in the entry to Turn 8 Andy just waited until just short of too late and got on the breaks to stay

ahead of Chris. It was an amazing move and as I watched it in my mirrors I couldn't believe it.

But, the checker did not come out and Andy had to hold him for another lap. The C4 is heavy and in some turns may be a tad sluggish but with 4 wheel drive the launch that it gets out of 5B onto the back straight is just short of unfair and the straight line speed on a long straight is really strong. Andy knew he was done. Chris did not allow Andy to out break him this time and went side by side to turn 9 when Andy had to yield to Chris's inside line. And the check came out!

The bad news was the checker was supposed to come out the lap before but the starter was unable to get it out in time to give it to the leader. So Andy lost 3rd place to a slow flagger. Ouch!

In the enduro Andy had little or no tires left but managed to wrestle the car to a 5th in class. I, on the other hand had plenty of tires left and had a great race finishing 2nd again (4th overall out of 43 cars). This time I finished behind Chris's C4 and ahead of Karl's S2. Karl's co-driver started the race

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Four Speeds & Drum Brakes

Tom Tate



The story continues on the Speedster from California. "Little Red" made it from my son's garage in Phoenix to Medfield in just four days and without any bad weather. That was a plus because we shipped it on an open trailer and it arrived on the top shelf above six other cars. We realized that the top might take a beating so the decision was made to fold it down and go for it. Besides it's just a car, right? If it got wet it would dry off, just like the old days. I have to admit that price was a factor as an enclosed trailer was twice the price and it would have been a few weeks before it could be picked up. Besides I wanted to see it and start tinkering as soon as possible.

With the 356 Registry East Coast Holiday (think PCA Parade for 356's) scheduled for late August, time was important. The plan was to get it cleaned up and running well so that I could give it to my brother to participate in the Holiday with us. Bill and his wife (understanding wife) would drive Little Red and Rob and I would take Blackie. Bill has a '57 Speedster of his own but it's been

It seems that when a repair is done to automotive gauges the shop always puts their name on the back indicating who worked on it.

apart and in the back of his garage since the '80's and I figured that this would inspire him to drag it out of the shadows and get it going again.

The clean up had already been done by Rob and the car looked great when it arrived in Massachusetts. The first drive only pointed out a few flaws like a speedo that didn't work and wipers that only quit when the fuse was pulled. Both easy fixes. Then there was the matter of the turn signal switch that was in a box under the seat, not on the steering wheel stalk where it belonged. Some door gaskets, the front trunk mat, and a tunnel mat were missing and the metal plate that covers the transmission was long gone. The rubber items were cheap and came from one of the 356 vendors but I had to fabricate a transmission cover out of a stainless steel dog dish. No, I didn't steal Zach's water bowl, I got a new one at Job Lot for \$1.99. With carpet padding inside and out and a coat of flat black from a rattle can, it looks great.

The speedo repair was another matter and the beginning of a very strange tale. Rob had already

checked the cable, it was fine and the speedo worked by itself but they didn't work together. I pulled out the speedo and the cable and put them both on the workbench. That's when I saw the writing on the back of the speedometer head. Written in black magic marker were the letters R M Inc. and below that, Sherborn, Mass. It seems that when a repair is done to automotive gauges the shop always puts their name on the back indicating who worked on it. I've seen a number of ID's scribbled and scratched onto the back of 356 gauges over the years, most of which I ignore, but Sherborn was the next town over from where I was standing. I wasn't aware of anyone that did Porsche speedometer repair or speedometer repair in general ever, and I had been in Medfield since 1973.

I picked up the phone and called Jack Styles up at Paul Russell Restorations in Essex, Ma. Jack has been traveling in Porsche repair circles since the early '70's and knows everyone everywhere. As I expected, he immediately came up with a name that I had long forgotten, Ralph Meany Inc.

Ralph had a Porsche shop in Framingham when I knew him in the '70's and had closed it to move to the west coast back in the mid '70's. Actually the IRS closed the shop, I was there at

the auction and watched Kermit (the green 914/6) go to a couple of brothers that wanted to race it at Bryar, the track now known as NHIS. He was well known in racing circles having won a first in class at the Daytona 24 Hour race in 1970 in a 911 and campaigned a 914/6 in endurance racing. It turns out that the shop that I knew in Framingham was actually the second shop that he had. The original was in Sherborn and sure enough the photo on the website showed the 911 pictured at the 1970 Daytona Race with the words "Sherborn, Mass" written in the front fender.

Jack knew the story of how "Little Red" got to my garage and was interested in its condition so I filled him in on the upgrades that had been done to the car. The car had disc brakes installed but not just by replacing the drum brakes on the corners. Someone had replaced the entire transmission with a 741 gearbox from a '64 - '65 356. This was a difficult swap because the nose of the transmission is larger than the one

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Around The Cones

Steve Ross



After paying "our dues" with an incredibly wet spring/early summer then a scorching week or two in July we have finally been rewarded with some incredible weather suitable for our favorite sport, driving our Porsches. Whether it is to work, the store, a PCA competitive event or just to get some ice cream on a warm summer night, it's great to be in the driver's seat. Check out the calendar for some more fun events that you too can drive to and converse and socialize with fellow Porsche owners.

A couple of tech hints this month; Those of you with 993s, especially the first year 1995 model years may have experienced the dreaded sticking clutch pedal. It sort of hangs up when it is supposed to pop back up after you take your foot off of it. Well after many home built remedies including auxiliary springs and new bushings to name a couple, Porsche has finally phased in a new pedal that supposedly solves this issue once and for all. The part number is 993-423-519-03 and of course is available from your friendly Porsche parts

This month I will reminisce about some of the early misguided safety measures I was exposed to as a kid and not so kid.

department.

The next tip involves the continuing story of radio interference from cell phones which I wrote about a few years ago based on a customer's experience. I would like to update that issue as another customer found a newer version of the problem and a novel but simple solution. To refresh your memory, it seems that if you use the shelf below or above the radio in a Boxster or 996/997 to store your phone, in some cases the radio will beep. Well this current customer only noticed it *after* the phone was removed and it was incessant, so after my relating the last incident he randomly switched modes from radio to CD to telephone (even though he did not have that hook up in his car) until the beep finally went away. By the way this was a new style Boxster.

Also today my hood latch on the Boxster refused to release in the front, luckily I had wired the emergency release thru the tow hook so it was rather easy to pull the cord, and with a little assistance of a hard plastic blade was able to get

the hood to an elevation to reach the secondary latch. Upon examination I found the pop up spring had failed, thus pulling the lever did release the mechanism but the spring would not exert any upward motion, in addition the lever movement was pretty gummed up and sticky so replacement was in order. Not an inexpensive fix as the lowly latch lists for more than \$150 plus some labor. Word to the wise, keep the latches well lubed and note if the pop up spring is not functioning (mine was that way for months).

This month I will reminisce about some of the early misguided safety measures I was exposed to as a kid and not so kid, some of you can probably relate to some of these episodes.

Long before I started driving seat belts were found only in airplanes. My father would say that in the event of a sudden braking situation he would spread his right arm straight out to prevent us kids from hitting the dashboard (composed of metal at that time). When I inherited my first car, a 1954 Ford sedan, of course with no seat belts, I immediately installed some. I drilled a hole in the rusty floor and just cinched up the bolt to keep it tight. Of course these were JC Whitney type lapbelts and fortunately never did I have to depend on them to save me in an accident.

Later one of my cars had the newly introduced shoulder belts as an integral part of the lap belt (just prior car makers used a completely separate shoulder belt that required tensioning, a real nuisance. Well not feeling comfortable with the shoulder belt I just cut them off and used the proven lap belt. In my early days of Driver's Education with an unnamed non-Porsche club the recommendation for drivers was to latch the passenger seat belt and if it looked like you were going to flip, grab it with your right hand and pull yourself down, this was especially useful in open cars as roll bars were only a recommendation.

Does anyone remember the debacle in 1974 when the government decided that to make all drivers wear seatbelts they forced the car makers to utilize a complicated (for the day) seat belt interlock so that you could not start the car without buckling up. Well this went over so well that Congress actually rescinded the law in less than a year due to the intense hue and cry from the masses. And who could forget the automated

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Minutes Of The Board

August 10, 2006 Michelle Wang, Secretary



The Board gathered at the Weber's on Thursday August 10 for the monthly meeting. In attendance were: Steve Ross, Susana Weber, Dave Weber, Steve Boris, Bruce Hauben, Joyce Brinton, Ron Mann, Matthew Wallis, Robert Cohen, and this secretary.

The meeting was called to order at 7:21 pm, with Ron Mann starting off with a report in Activities. As was previously reported, Charlie Dow is planning a November 12 fall tour. Ron also summarized autocross activities for those gathered. The Autocross scoreboard is still out for repair, the generator needs servicing and fire extinguishers need recharging. We anticipate these items to be taken care of and in place for the next event. There was some discussion on reporting and format of the autocross results for publication.

Bruce Hauben reported on DE matters. It was noted that there is concern on tracking income by event. The TC will be planning for next year taking into consideration the popularity of weekend days versus weekdays. There will be more track opportunities in 2007 as there are two new tracks that will be available to us (Calabogie and NJ). The TC will continue to research options and provide updates to the Board. The Board approved the purchase of flags for use at events as needed.

And finally, PorscheFest has been arranged at the Museum of Transportation on Saturday September 9th, with a possible third sponsor having approached the organizers. Kim Saal will be recruiting assistants for this event.

Michelle delivered the Admin/Monthly Meetings report for Win Perry, who was off in France swing dancing the days away. August 13 is the Essex River Cruise. Susana has done a great job of organizing this; everything is ready to roll. As previously mentioned, September 9 is PorscheFest at MOT. Win has planned for reporting and an article. The Garage Tour on October 15. Seems to be all set and Win will stay in contact with our sponsors. November 18 is planned for a tour of Factory Five Racing at 10am. Dave Smith should be hosting us. Promo still needs to be written and submitted to Dave. December 2 is the Annual Dinner. The date is booked, but menus are still to be finalized. The musical entertainment has been reserved and confirmed with the Vic Paul Express band. Matthew has secured a February visit to Turner Motorsport. KTR Performance will be contacted as well as to their availability in January. Thanks Win for the excellent details!

Bob Cohen reviewed highlights of the Treasurer's Report for the Board. The club is in stable financial condition, however fiscal responsibility is encouraged as we continue to promote and market our events. The conversation turned to creative marketing and giving our sponsors value for their money, and keeping that in mind when planning our events. The Treasurer's Report was accepted as submitted.

Steve Ross reported that the region's membership remains strong. He and Treasurer Cohen noted that the various committees should conduct a physical inventory of the club's assets (radios, etc) for audit and tax purposes.

Dave Weber reviewed the newsletter deadlines and content assignments with the Board members present. Even though absent, Win again made the board look like slackers, as he submitted his column and promos in advance of this meeting. Dave also discussed some thoughts on redesigning the *NOR'EASTER* to be an annually produced member guide, with a monthly electronic version available on the website. Dave asked for the Board's consideration of this concept and its implications, both positive and negative. It means that all activities, events and schedules need to be locked down by December 1 in order to produce this guide.

In order for this to happen, the website redesign project has to become a reality. Matthew and

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Happy PCA Anniversary

Thirty-Five Years

Robert Moreau

Twenty Years

E Reily

Fifteen Years

Michael Heyison

George Markley

Ten Years

Jeff Cedrone

Mark Hald

Ed Fitch

Five Years

Mark Carnevale

Donald Foshay

Uma Reddy

Joseph Rich

Peter Rosati

Michael Skillman

Hal Tovin



Check Your Mirrors

Win Perry



Although at this point (early August) it already seems like ancient history, July was a great month for driving events despite the extreme heat. (Well, it was July after all.) I was able to attend our three-day DE at Mont Tremblant, NCR's 3-dayer at NHIS, and our 2-day event at Watkins Glen.

First off: Le Circuit Mont Tremblant. On one level, Larry Stroll (the owner) has his priorities right: this track has a great layout, the surface is as good as I've driven on (not that my sampling of tracks is of statistical size), and the run offs, etc. are in keeping with current ideas about safety. The paddock and access road, however, are strictly 19th century. In fact, if the recommended route for driving to LCMT is representative, Province Quebec has some of the worst road surfaces I've ever experienced. Remind me to never again complain about the New York State Thruway.

On the other hand, the setting in the Laurentian Mountains is drop dead gorgeous. Although most NER track rats stay at the Interwest pedestrian

by 7:00 AM to change my brake pads and wheels before tech inspection; Kay had breakfast ready for me at 6:30 AM. Nino and Kay serve fine Italian style dinners on their spacious deck overlooking Lac Moore. Very tasty, and very peaceful after a day of driving. Since the track is on the other side of the lake, getting there is a 5-minute drive. If I had planned better, I should have brought my swimsuit. Then I could have left my car in the Paddock and had a nice 20-minute swim back to the Coq. As far as I can tell, I was the only NER driver there; if you don't need to stay at the resort, and want to really be treated like a guest, give the Coq a try.

About a week later, it was time for NCR's three-day Beat The Heat of Summer event at NHIS. I'm not sure how going to NHIS in mid-July beats the heat; rather, it immerses you in it. Despite this, it is always a pleasure to drive with friends from NCR, and there is always a good contingent of NER track rats who show up due to the proximity of NHIS. I know that the track at Loudon is short and hard on tires, brakes, and suspensions; I still find it lots of fun to drive.

Friday was an advanced DE day for white, black, and red run groups. Flagging was graciously handled by volunteers (including NER member Greg Osche).

With five 30-minute sessions for each run group, there was a lot of time on

the track. An interesting wrinkle in this program was a required instructed session for the white and black drivers. I'm an advocate of continuing instruction, so I think this is a great idea. My son Luke joined me for the regular weekend DE on Saturday and Sunday. Saturday started out OK, but the afternoon had torrential rains. Off came the Pilot Sport Cups and on went the street tires. Thank goodness for the NASCAR garages, they certainly make a rainy day more tolerable. The weather on Sunday was fine, and the track surface had certainly been washed off by the downpour. Luke was pretty happy. In June, he had been allowed to solo in green at Watkins Glen; on Sunday he was advanced to the yellow run group by NCR.

Finally (for July anyhow), there was NER's DE at Watkins Glen. This is always a great event, but this year it was significantly undersubscribed. Come on guys (& gals), how can you miss this one? The track is fantastic, the weather usually cooperates, and we had a fantastic barbeque dinner courtesy

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I know that the track at Loudon is short and hard on tires, brakes, and suspensions; I still find it lots of fun to drive.

village (i.e. the ski resort), I would like to put in an uncompensated plug for the Auberge du Coq de Montagne. To my mind, the ski resort is large and institutional. I stay at these places when I ski, so I can walk from my room to the lifts. Also, if I brought my family, the resort offers attractions (like the excellent Blues Festival) and a safe place for kids to hang out. However, when I travel by myself, I look for small, often eccentric, owner run accommodations: B&B's in the UK, pensions in Germany. The "Coq" certainly qualifies. I'm guessing there are a dozen rooms. Innkeepers Nino and Kay Faragalli immediately make you feel at home. Nino is originally from the Italian Alps and is a gearhead and skiing enthusiast. The bar is full of racing memorabilia from the past, and current track employees are apt to hang out there after hours. My room was a bit small, but clean and comfortable with plenty of pressure in the shower. The daily rate of \$75 (CA) included a full breakfast cooked by Kay.

On Monday, I needed to be lined up at the gate

Tail Wagging

Ron Mann



I'm wondering if any of you have noticed something strange is going on. I'm not normally prone to succumbing to conspiracy theories, but I have to admit I'm a little spooked at the moment. I suspect this particular phenomenon may have been going on for quite a while, but its possible existence has only recently crept into my conscious mind. In fact it was just this very morning that this notion fully crystallized. If what I suspect is true, I fear for us all. So excruciatingly evil, so undeniably clever, so utterly damning that I have to believe that if my suspicions are confirmed, the end is truly nigh.

Recently, last December, I decided to trade in a rather cantankerous mid-size German luxury sedan in favor of something a little more economical and certainly far more direct. All its gizmos and doodads were beginning to irritate me. This particular ingot of future scrap was so heavily encrusted with tiny control buttons that in the nine months I suffered with it, I doubt I had come to understand the intended purpose of any more

Sure the latest offerings are terrific in any number of dimensions, but I'm a complex man that wants a simple car...

than half of them. Plus it was softer than a '63 Chevy. At the time, I was thinking fairly seriously of returning to the BMW fold and purchasing my 4th 3 series. Trouble was there was nary a stick to be found for a test drive, let alone a purchase. So rather than doing the obvious thing, I was forced to actually consider my full range of options.

That BMW and the other Germanic marques have achieved such resounding success was a few years back a personal triumph for me, but increasingly it has become an anathema. As I have always owned cars of their ilk since my first days behind the wheel, it was a vindication that I was right and the other guy wobbling down the thoroughfare in the '73 Plymouth Fury III was wrong. But despite the incredible success of the sports sedan as defined by our friends across the pond, in the end, it would seem that Fury man won after all. The hard edges of the European cars of my youth have largely gone the way of the carburetor. Sure the latest offerings are terrific in any number of dimensions, but I'm a complex man that wants a

simple car, and it strikes me that the current crop is targeted at precisely the opposite. Like I said, not a single 325 stick to be found. I undoubtedly was their target customer eighteen years ago when I bought my first BMW, an E30 M3, but it's become increasingly apparent to me that the propeller heads have taken flight for richer lands and I'm no longer part of their plans or demographics. But that's not the insidious plot to which I refer, I'm getting to that. Have patience.

A few years back, I might have conceded defeat, signed away yet another thirty-five or forty large and moved on, but these days, my lust for truly road worthy machinery is tempered by my experiences on track. The concept of a fun road car now seems somewhat oxymoronic, least ways by the standards I now measure enjoyment by. In short, whether I've matured or not is hard to say, but all I truly desired was a car that wouldn't piss me off. A solid, diminutive car who's steering was precise, brakes firm, handling predictable. A car that seated four that wouldn't try to impress me with its pseudo-sophistication and was capable of doing its job without burning greenbacks at the fuel pump at rate greater than that of the average payment schedule available from my local bank. Status, youth culture, performance numbers be damned, these were my uncomplicated desires

when I began my quest.

Trouble was there was quite a significant roadblock to negotiate if I had any hope of satisfying my requirements. Most of the cars that seemed to be even remotely built with someone like me in mind remain wholly unavailable to us US residents. Personally, I was and continued to be mystified by the importation policies that govern automobiles into this great land. Given the rocketing cost of the liquid gold we fuel our travels with, might not our legislators loosen the restrictions that have prevented us all from laying our grubby paws upon the thinly wrapped leather steering wheel of a Smart for example? And why the hell wasn't BMW importing the 1 series? What about the more exotic possibilities in the sexy form of an Alfa or the undeniable impracticality of last year's WRC champion the Xsara. Perhaps the Swedes could offer relief. Had they remained free they might have, but Swedish independence ended a few years ago with Ford and GM feeding on the rotting carcasses of Volvo and Saab. Worse still,

were I to go full Eco, buy a years supply of B100 and enough additive to keep it from becoming Jello in mid-January, I'm prevented by law from purchasing a new Golf, nee Rabbit TDI to put it in, given the enlightened leadership we endure here in Massachusetts.

This analysis left me with an extremely uneasy feeling. You see, inevitably I was being forced off the continent to which I so long have owed my automotive allegiance. Worse still, I've got this thing about Japanese cars. It's irrational, I know, but I just can't shake it. Some years ago I was traumatized mercilessly at the hands of an unscrupulous Honda dealership at which time I swore an oath to never again own anything they or anyone else from Japan produced that walked upon all four wheels. I still recall vividly negotiating with the salesman over a CRX. If I recall correctly, list was south of \$6 grand, the out the door price was just north of \$9K. To add insult to financial injury, delivery required an eight month wait. Ample time to fully contemplate what an idiotic purchase you just made. I suppose that was just fine for most of the suckers who actually decided to pony up and go through with the deal; it gave them plenty of time to figure out which bank to knock over to

come up with the extra cash. I bought a Jetta instead and have rarely looked back. Sure times have changed and the fact that the new Civic SI was being delivered with LSD as standard was beginning to soften my resolve, but where the CRX was a car a foolish young man might lust inappropriately after, wheels spinning independently just wasn't going summon enough mystical power to exorcise my ancient oriental demons.

Equally, it sadly requires far too little ink to mention that we Americans have proven ourselves wholly incapable of a manufacturing a decent compact car. Where to turn? Fortunately, there remains but one small nation that still holds dear the notions of frugality in the service of performance. Though their offerings in this space have dwindled over the years and are now incredibly slim, nonetheless, they, those mighty few, those of heritage, courage and vision, continue the good fight in spite of the insurmountable attitudes they face. I refer; of course, to those from whom we derive our laws and language, those merry Englishmen, whose narrow country lanes and excessive fuel taxes continue to place a premium on litheness. To be sure they have their private schools, Jags and Rovers, but

continued on page 42

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Upshifting

Bruce Hauben



J.D. Power & Assoc. (recently acquired and now a business unit of The McGraw-Hill Companies) recently published its 26th annual study of vehicle customer satisfaction with dealers' service. This survey measures six areas of customer satisfaction (or not) with dealer service departments for maintenance and repairs within the first three years of vehicle ownership. So we're not talking about owners' satisfaction with their vehicles here, but rather the owners' experiences with the dealers' service department.

Very interestingly six US brands (1 might be considered a duplication) were in the top eleven: Lexus, Buick, Cadillac, Jaguar, Lincoln, Mercury, Saturn, Pontiac, Audi, Mini and Volvo. These scores out of a possible 1000 ranged from Lexus at 912 to Volvo at 890. Porsche was 15th at 887 immediately followed at 16th – 884 by BMW and bringing up the rear at 36th with a 781 was Isuzu. Interestingly, as Toyota always ranks very high in vehicle satisfaction, their ranking in this study of vehicle service satisfaction was 26th with an 861 score.

I won't say that we love our truck only because I dislike attributing such an emotion to an inanimate object, we do appreciate its virtues.

The importance of these scores is not to be underestimated. J.D. Power has determined over the years that customers who are more satisfied with the service advisor and in-dealership experience are more likely to return for service and more likely to repurchase the same make....DUHHHH!!! Does a one armed rower move in a straight line or a circle? Of course there are exceptions that prove the rule, Toyota being a prime example... and I have to believe free thinking, pragmatic owners also are exceptions...yours truly included.

I won't say that we love our truck only because I dislike attributing such an emotion to an inanimate object, but we certainly appreciate and enjoy its virtues. With its 130K miles (mostly long distance car trailer towing) in 7 years it's been a real workhorse for us. Over the past several months we've spent several thousand dollars on normal maintenance items; new brakes and rotors all the way around, tune up including 100K mi. plugs, A/C condenser clutch, idler pulley and belt, etc. When I last picked it up I was chatting with

the owner of the shop I patronize in Littleton – a shop by the way I highly recommend, very professional, kept immaculately clean – and commenting that we were waiting for this truck to die so we could get a much coveted F250/350 diesel and he asked if I wanted the good news or bad news. He said that we had a long wait in store for us because these drive trains just kept going like the Energizer Bunny.

Anyway, back to the topic at hand. I hate taking the truck in to our local Ford dealer for service and only do so when absolutely necessary – as it was to flush and change the tranny fluid as very few shops have the proper equipment. First off, for anything other than a fluid change, there is a "diagnostic charge". One of the outside mirrors had broken due to a mail box incident, a very clear and obvious fix, but there was the obligatory "diagnostic charge". Then there is the actual repair when the labor is billed at whatever the "book" says it should take. We all know that the "book" for labor is the time it would take a physi-

cally and mentally challenged child to execute the repair, not a moderately skilled technician....yea; they're not repairmen anymore but "technicians"

Well, this kind of padding just rubs me wrong and I won't subject myself to it. Most independent shops don't charge for diagnostic time and bill

labor at actual time spent. And if they do charge some diagnostic time, which when extensive can certainly be justified, it is included in the general labor time. I've even suggested to the local Ford dealer that if they would include the diagnostic time within the total labor charge, and bill only for actual time spent, I'd not have any trouble with that procedure.

Getting back to J.D. Power, check out their web site at www.jdpower.com as they've reinvented themselves as another Consumers Report type of web site. Their various top 10 lists and ratings' lists are more generalized than Kelly or Edmunds and Consumer Reports, but from personal experiences are dead on correct i.e. Telecom, wireless, carrier, and phone ratings. I've just finished trying out 4 different cell phones with 2 different carriers... but that's another story for another column, and had I known of Power's site a few weeks back I might have saved myself a lot of hassle. Maybe, on the other hand, I would have done exactly as I did, needing to find out for myself.

SOME DEEP THOUGHTS

- Don't worry about what people think; they don't do it often.
- It isn't the jeans that make your butt look fat.
- Artificial intelligence is no match for natural stupidity.
- Going to a church doesn't make you a Christian any more than standing in a garage makes you a car.
- It is easier to get forgiveness than permission.
- If you like your passport picture, you probably need the trip.
- Bills travel through the mail at twice the speed of checks.
- No man has ever been shot while doing the dishes.
- There is always one more imbecile than you counted on.
- By the time you can make ends meet, they move the ends.
- Someone who thinks logically provides a nice contrast to the real world.
- Junk is something you've kept for years & throw away three weeks before you need it.
- A balanced diet is a cookie in each hand. ☐

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, or his committee members: Joyce Brinton at (978)952-8517 or Susana Weber at: Helmetheads@Porschenet.com.

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Calendar At A Glance

September

7-10 Porsche Escape To The
Finger Lakes
9 PorscheFest Concours
d'Elegance @ Larz Anderson
11 Driver Education @ NHIS
17 NER Autox @ Fort Devens
25-26 Driver Education
@ Watkins Glen

October

7-8 Zone 1 Autox @ Fort Devens
15 Garage Tour

November

12 Fall Rally
18 A Visit To Factory Five

December

2 Annual Dinner

Avoiding Pylons Round #4 Sunday, September 17th - Sponsored By Ira Porsche

Our fourth autocross of the season is sponsored by Ira Porsche in Danvers, MA. They are one of the premier Porsche dealers in Massachusetts and are an excellent choice for your new Porsche purchase or for any service needs you may have.

Autocross is a great way to really learn to drive and fine-tune your driving skills in a safe environment. For newcomers there will be instructors available to ride along or take you for the ride of your life. Each autocross has a unique and challenging course set up with pylons designed to be both fun as well as instructive. Typically you'll get to drive a 1.25 mile course 7 or 8 times. This year we've amended our rules to allow a limited number of ride-alongs during the event. This means you'll be able to get a couple of extra chances to see the course at speed with some of the fastest drivers in the Northeast, so you can see first hand exactly how they manage to do it.

During the day, if you're not driving you're helping out. Working as a corner worker/flagger is an excellent way to see how others take their cars through the course and to make some new friends. If you're a Porsche owner and/or a PCA member with a sporty car, Porsche or not, come by and have some fun and learn just what it means to drive on the edge!

Registration begins at 8am and ends at 9am sharp. A drivers meeting will begin at 9:15. Show up early enough to empty your car of any loose items, line it up for tech inspection, register, and walk the course. Fees for the day are \$30 for members and \$35 for non-members. Bring some extra cash if you would like to order lunch. We send out for subs (grinders, hoagies, etc.) and in the past the cost was \$5 for a good sized sub.

Bring with you a Snell 2000 or newer helmet (SA classification not M) a limited number of loaner helmets are available. Your car must pass a brief technical inspection, which includes tires with visible tread, secure lug nuts a secure battery, and operable seat belts (factory seat belts are a minimum requirement). Also, sound sampling during the event will take place and any vehicle that is found to emit sound levels over the limit set by Fort Devens will not be permitted to run. You may also want to bring white shoe polish or masking tape to write your car numbers on your door or window, a tire pressure gauge, sunscreen, sunglasses, a hat, a lawn chair, a snack and something to drink. It gets very hot on the tarmac in the summer!

Remember, to qualify for a year-end series trophy, you need to participate in at least five of the six NER series events (which includes the two days at Zone 1).

Note: Again this year 16 and 17 year old children of region members can participate in autocross events. To be eligible permission forms must be obtained and signed by the entrants parents. Forms can be found at the pca.org web site.

For questions contact Chris Tuck at info@tuckandtuck.com.net

Directions to Fort Devens

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

From 128: Take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn take a left turn onto Bishop Road (0.4 miles from right turn). Continue straight onto McPherson Rd. Watch for sign pointing to autocross entrance.

From 495: Take Route 2A West for 7 miles into Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn take a left turn onto Bishop Road (0.4 miles from right turn). Continue straight onto McPherson Rd. Watch for sign pointing to autocross entrance. □



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**Bonus DE at Thunder Road
September 25 - 26, 2006!**



NER is pleased to be joining with NNJR again for a 2006 Drivers' Education event at

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Enjoy the last chance of the season at WGI, beautiful foliage and a great group of drivers.

Monday - Tuesday September 24 - 25, 2006

The event will be run primarily by the NNJR team, a well oiled machine, with assistance from our NER team.

Registration procedure is simple. Go to the NNJR web site/DE

<http://www.nnjr-pca.com/site/index.php?module=ContentExpress&func=display&ceid=4&meid=4>

and you'll find all the registration information, registration and tech forms that you'll need. You'll also find contact information for NNJR's Track Chair/Registrar, Russ Struck at this web page. In addition, you are urged to read NNJR's tech and policy information. While it is very similar to ours at NER regarding 5-6 pt. harnesses, fire extinguishers and helmets - DO NOT TAKE ANYTHING FOR GRANTED.

Registration opens July 31, 2006.

Our events are open to current PCA or BMW club members.

Fees for the 2-day event:

Students - USD \$225

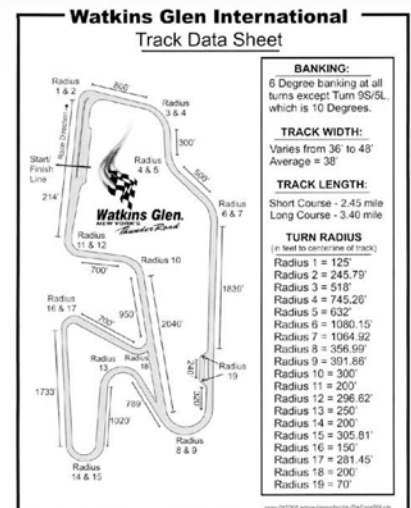
Solo Drivers - USD \$185

Instructors - USD \$70

GET YOUR REGISTRATION IN THE MAIL AND POSTMARKED ON JULY 31, 2006 DO NOT DELAY. This means mailing the hard copy registration form and your check to Russ Struck PROMPTLY!

While there is a place for your "region affiliation" on the form it will help us all if you indicate this information on the VERY TOP OF THE REGISTRATION FORM, and if our out-of-region friends will indicate that you are attending this event due to NER.

*Questions? Contact **Bruce Hauben**, Track Chair at TCChair@PorscheNet.com or 978-952-8517. Please call before 8:00 pm.*



21st Anniversary Zone One Autocross



October 7-8, 2006 - Devens, MA

The Event

Two-day event. New course each day; The Parade Competition Rules (PCRs) are used for classing & trophies; Includes new Showroom Stock Class for late model cars; Men's & Women's parallel classes; Must compete both days to trophy; New Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$35/person pre-registration until 9/21/06

\$55/person after 9/21/06 or at event

Prices are for one or two days; Maximum 2 drivers per car per class; Dates refer to postmark.

Hotel

SpringHill Suites by Marriott at Devens Common
27 Andrews Parkway, Devens, MA 01434

Phone: 978-772-3030 Rate: \$109/night + tax

You must book by 9/15/06 for group rate

Ask for "Porsche Club" group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn

(516) 804-2562 & AutoxerPCA@aol.com

Zone 1 Registrar: Don Wolcott

(781) 631-4157 & DonW47@comcast.net

Call evenings or weekends

2006 - Zone 1 Autocross Registration Form - Pre-registration Open NOW

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

Entrant: _____

Co-entrant: _____

Address: _____

City/State/Zip: _____

Phone (eve): _____

E-mail: _____

PCA Region: _____

Model/year: _____

PCR class: _____

Sat. Dinner: \$25/person x _____ persons = \$ _____

AX Fee paid \$ _____ x _____ entrants = \$ _____

Total Amount Enclosed: \$ _____

Checks payable to: Zone 1 PCA (US Funds Only)

Mail to: Don Wolcott, 5 Nicholson St, Marblehead, MA 01945

NER's First Ever Garage Tour Sunday, October 15th Starting @ 9:00 AM

Nearly all of us have a garage, and some of us even have more than one. Mostly our garages are functional, often cluttered, and serve mainly to get our cars out of bad weather (when they aren't filled up with all kinds of "useful" junk). Some of us, however, have GARAGES, virtually temples to automotive passion, beautifully organized and fitted out. These kinds of garages have storage-systems, tool racks, lifts and all the goodies that make you actually want to work on your Porsche. Some of them also house some pretty cool cars!

Come join your friends from NER on an autumn morning's tour of some great garages in our own area. Tourmeister Steve Ross is setting up an agreeable back road romp from garage to garage. Autumn is the best season for driving in New England (and winter will be coming), so take advantage of this opportune tour. We will meet at 9:00 AM for morning coffee and pastries at Dave and Susana Weber's home in West Boxford, MA. After enjoying the Weber's hospitality and ogling their garage, Steve will provide us with directions to the remaining sites. After sampling the back roads, colorful foliage, and well-equipped garages north and west of Boston, we'll be heading south to our final destination in Needham (right off I95), the Great Garage Company.

Our hosts there will be Allen Frechter and Elizabeth Selders. Allen is the President and owner of the Great Garage Company which provides you with expert design, installation, and maintenance services for organizing your garage, mudroom, and other areas of your home. Allen is an authorized dealer for great products like StoreWall, ORG and HyLoft USA among others.

Elizabeth is President of Chaos to Calm and Staged™ by Selders. She is an Organizing Consultant & Accredited Staging Professional™ who works with business and residential clients in all areas of organization and preparing homes for sale. Elizabeth has been a life long car enthusiast, PCA member and volunteer for nearly 20 years. This gives her a unique perspective and flair for streamlining solutions for any garage organizing challenge.

Allen will be providing refreshments to relieve the hunger a road trip always induces, and showcasing components and systems that he has used to create some great garages for car enthusiasts. Club members will be able to see a range of storage solutions for garage walls, floors, and ceilings and view examples various GGC projects. Bring pictures, sketches, or descriptions of your own garage issues - Allen welcomes challenges! For those of us who are organizationally challenged with respect to our garages, Elizabeth

will address these issues. She will provide great tips on how to start the process, analyze your needs and style, select storage options, tackle critter control, disposition of unused items and much more. If that were not enough, there will also be valuable door prizes & discounts!

This will be a fun and instructive morning's tour. You will have fun, meet friends and learn valuable and cost saving tips. See you there!

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

Directions

The Weber's address is: 14 West Parish Lane, West Boxford, MA.
From Boston area and points south of Boston: take Route 1 North pickup I-95 headed toward Maine. Exit onto Route 97 West toward Georgetown. Go left at the first stop light picking up Route 133 headed west. Continue for approximately 3 1/2 miles then take the first left after Washington Street onto Parish Lane.

From points west of Boston: take Route 128 North to I-93 North headed towards New Hampshire. Exit onto Route 125 going left off the ramp. Continue for 6 miles to the stop light at Route 114. Go left at that light then right at the next light. Continue straight picking up Route 133. Stay on Route 133 (goes right at one light) entering Boxford. Continue through West Boxford center for 1/4 mile. Turn right onto Parish Lane.

continued on page 43



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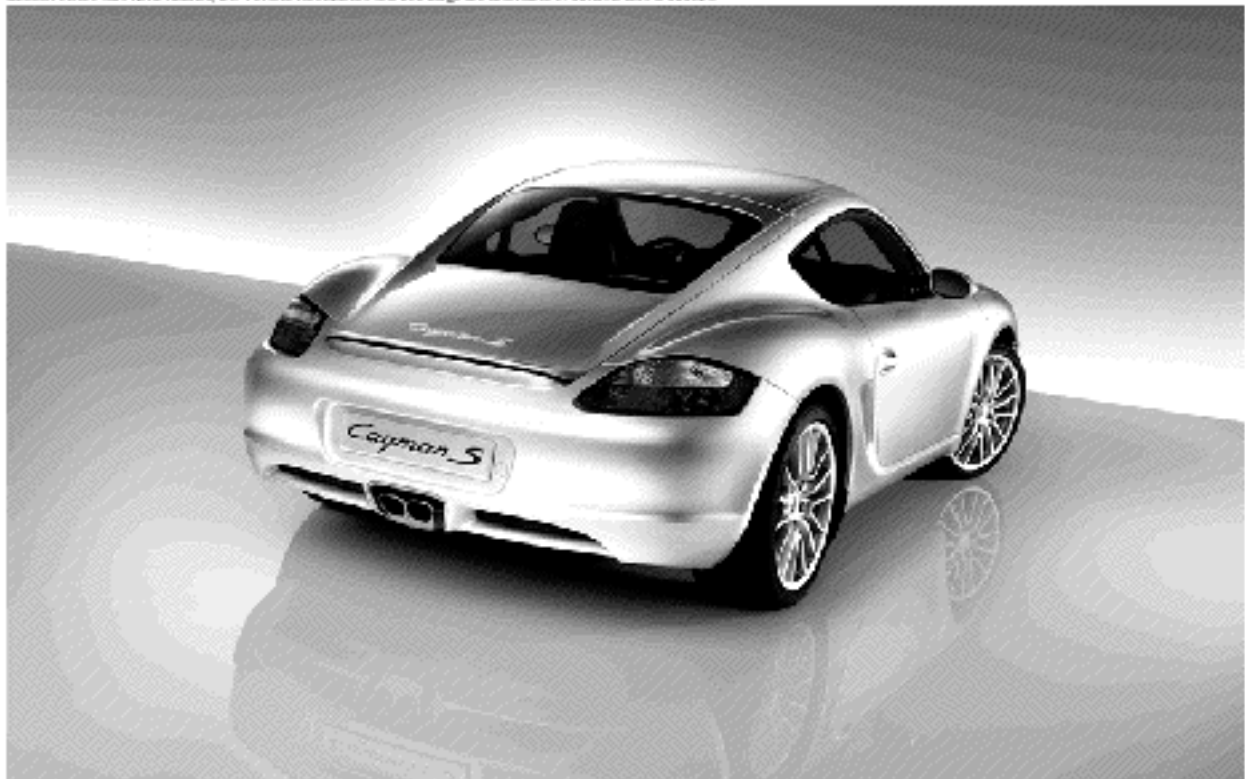
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Your schedule is our schedule. MBTA's Commuter Rail is a five minute walk from Randolph Racing. We will gladly give you a ride when you drop off or pick up your car. Our safe, secure lot can accommodate your car overnight or for extended stays.

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.



2006 Driver Education Schedule

May 8: NHIS – Novice driving school and full DE
July 10,11,12: Mont Tremblant
July 26,27: Watkins Glen International
August 5,6,7: Mont Tremblant
August 21: NHIS
August 25,26,27: Calabogie – Cancelled
September 11: NHIS

NER Driver Education Program

Important Changes for 2006

When using 5/6 pt. harnesses, proper “race seats” must be used, ones with manufacturer – installed openings to accommodate the shoulder, lap and sub – belts: no add-on or “home” modifications will be accepted.

The NER Tech Form available at http://www.porschenet.com/DE_PDF_WordFiles/TechForm.pdf -- must be used for your pre-track Tech Inspection. NO OTHERS WILL BE ACCEPTED.

Helmets – SA2000 or M2000 (or newer) helmets are required: SA is strongly recommended!

Drivers typically get four 22-30-minute driving sessions/day.

First-time NER students will be directed to an electronic copy of the NER Driver Education Student Guide which he/she should print out as a reference guide. Those few without E-mail may request one by snail mail.

Novice drivers are assigned an NER-qualified instructor for each event.

Novices should address any questions to Frank Bruns, Chief of Novice Development at NovDev@PorscheNet.com.

Many of our events are sponsored by loyal and friendly local businesses. Be sure to seek them out at the event, thank them for their generous support, and patronize their businesses.

The Annual Most-Improved Driver; will be selected from our non-instructors based on safe habits and enhanced high-performance-driving skills and will be announced at our Annual Dinner usually held in early December.

Registration Policies (Please read carefully, as we get many questions that are answered here!)

All applicants may fill out an on-line NER/Zone 1 Universal Driver Education Event Application Form found at www.PorscheNet.com/driving and E-mail it to Registrar Mark Keefe, TCReg@PorscheNet.com, with a check following in the mail. For those few without E-mail, snail mail is still accepted! A copy is also published in the *Nor'easter* each month.

Acceptance into an event is based upon the NER Registrar receiving your check, not the on-line or a hard copy registration form. You may pay for as many events as you wish with one check.

Acceptance is confirmed on a first-come/first-serve basis when the check is received and is based on the postmark date for the check. Postage-meter dates are not acceptable, as they can be manipulated.

No electronic applications or snail-mailed checks may be sent before March 1; any that are will be null and void. (Exceptions are instructors — see below.)

Registration closes two (2) weeks prior to each event. No admission after that except by special exception of the DE Registrar and/or Track Chair.

Costs are/will be listed in the event-dates table above.

Anyone admitted by special exception pays a \$50 late fee. As a cost-saving and more efficient measure, NER has instituted a nearly paperless process. Confirmations with a link to event packets will be sent by E-mail. If you do not have E-mail, please find a relative or friend who does so that you can get this information in a timely manner.

Everyone who attends an NER DE event is expected to review and understand the information in the event packet. Print out the packet and bring it with you (don't forget the track map), as this will be your only copy. A week to two weeks before any event, be sure to look for any “Track Rats Message” containing last-minute details and reminders from the Track Chair. Sometimes, there is 11th-hour information you need to know.



E-mail

N.B. Check your spam filter to make sure messages from the following don't get caught, as there will be communiqués from Mark Keefe, (mxk@charter.net) and Bruce Hauben, Track Chair (bmh993@PorscheNet.com). Messages from the Co-Chief Driving Instructors and Novice Development Chief will be forwarded by the Register. Every year, some people didn't get their messages because of their spam filters.

Cancellation & Refund Policy

No refund for cancellation two weeks or less prior to the event.

Refund at the discretion of the registrar and only if space can be filled from the appropriate run group waiting list. No refund for a stopped event once cars has been on the track.

No refund for those who do not come the track when the event is never started. Partial refund may be available to those who come to the track when an event is not started. All refunds will be issued by check soon after the event in question.

Instructor Details

Instructors may register for any event in advance of registration opening dates. You may register for the entire season today, as long as a check follows by snail mail.

Instructors who sign up for a complete event and whose checks are postmarked more than five (5) weeks before that event receive a substantial Instructor's discount and are entered into our drawing for a free event

All whose checks are postmarked five weeks or less before the event pay full price.

N.B. Instructors must attend the entire event to be eligible for the free-event drawing.

Driver Education Requirements

Minimum age 18 with a valid drivers license and current PCA, BMW CCA/CC, or other recognized car club membership card in hand at the event.

If a car on the track has a passenger, at least one (1) occupant **must** be an NER-approved instructor and the other **must** be a registered participant.

While we have professional corner workers at many events, all participants will have a work assignment. In fairness to

fellow workers, any participant who is tardy or who fails to show up at his/her assigned station will forfeit time on the track.

No illegal or drowsiness-inducing drugs or alcohol consumption prior to or during the event.

NER reserves the right to refuse any entrant's event registration or to expel any entrant during the event.

Personal Car Requirements

When using 5/6 pt. harnesses, proper "race seats" must be used, ones with manufacturer – installed openings to accommodate the shoulder, lap and sub – belts: no add-on or "home" modifications will be accepted.

Snell-rated helmet - SA2000 / M2000 (or newer) rating is required. SA is strongly recommended.

Roll bar required for cabriolets — except Targas, 914s, Boxsters and 996/997 cabs which may run as shipped by the factory. While not required, we recommend roll-bar extensions for all Boxsters, especially for those with drivers who "sit tall."

Drivers of Targas, 914s, Boxsters, 996 and 997 cabs must run with their tops up/closed or their hard tops installed unless they meet the requirements in the next bullet.

All occupants of all open cars and cabs with the top off or down must meet the broomstick rule and have five-point harnesses & arm restraints (in spite of the name, the driver has all the mobility needed to safely drive her/his car).

Long-sleeved shirt and pants. No synthetic materials. Either closed-toed shoes with rubber soles or Nomex driving shoes (we recommend that you *don't* drive in sneakers, as the soles are too thick for proper feel and control). No red or yellow clothing for work assignments.

Metal-to-metal mounted fire extinguishers are required. First-time participants are excluded for the first event only. Equal restraints are required for driver and passenger (if a passenger is present "Equal restraints" means both occupants have the same level of equipment. NER/Zone 1 regions require that all instructors' cars that may take a passenger have equal restraints and that they "default up to the higher level of protection", i.e. if one has a five-point harness, both must have them.

N.B. The following MOMO harnesses will not be permitted

continued on page 28

at any NER/PCA event because of safety defects: FIA B-143.T/98, FIA C-154.T/98, FIA D-153.T/98, FIA D-142.T/98, and SFI 16.1.

Some tracks are reducing their noise limit restrictions and are strict about enforcing them. Please make sure your car complies with these restrictions, as we would hate to see you leave the event for noncompliance. Check the *Nor'easter* and our web site for announcements of any restrictions, and read your "Track Rats" E-mails for reminders. N.B. Those with loud exhausts can buy SuperTrapps or comparable system at a very reasonable cost and easily modify the car's noise level. One may lose a little power, but everyone else is in the same boat these days!

For complete safety-related information, please see www.PorscheNet.com/DEtech.html.

For any questions, please contact us at Tech@PorscheNet.com.

Technical Inspection

The NER Tech Form available at http://www.porschenet.com/DE_PDF_WordFiles/TechForm.pdf -- must be used for your pre-track Tech Inspection. NO OTHERS WILL BE ACCEPTED.

Everyone should review our tech inspection policy at www.PorscheNet.com/InspectionPolicy.html.

Upon registration acceptance, you should review the NER tech regulations and download a tech-inspection form. The inspection form and the list of NER-approved pre-tech inspectors are available at www.PorscheNet.com/driving.html.

A pre-event tech inspection and an NER tech inspection form must be completed by an approved tech inspector prior to the event.

At the NER Scrutineer's discretion, a track-side, pre-event tech inspection will cost \$50/car.

Cars not tech inspected will not be allowed to run and will not be eligible for an event refund.

For safety or inspection-related questions, please contact us at Tech@PorscheNet.com.



Instructor Program

We have an active Instructor Development program and are always interesting in enlarging our corps. If you are interested in becoming an NER-approved instructor, contact Paul Avery, Chief of Instructor Development, at InstDev@PorscheNet.com for more information.

If you are already an instructor with another region, contact Matthew Wallis or Steve Artick, Co-Chief Driving Instructor, at ChifInst@PorscheNet.com. The Annual Gilbert H. Meyer "Instructor of The Year" award will be selected by his or her peers. This instructor is an outstanding teacher, safety conscious, shows exceptional judgment, sets a good example, and still considers him- or herself a student. The recipient will be announced at our Annual Dinner, usually held in early December. □

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Northeast Region Driver Education Universal Registration Form For 2006

Event Location: _____ **Event Date(s):** _____ **#Days Attending:** _____ **Preferred Car #:** _____

Driver Information: Watch the NOR'EASTER or <http://www.PorscheNet.com> for info on Zone 1 Driver's Ed Events

Entrant

Name: _____

Address: _____

City / State / Zip: _____

Phone (Day): _____

Phone (Night): _____

PCA/BMWCCA Region: _____

Member #: _____

E-mail:* _____

Entry Fee:** _____

Entry Fee (student or signed off): _____

Entry Fee (instructor): _____

Check payable to payable to event host PCA Region -

For Example - NER/PCA or Potomac/PCA

Co-Entrant

Name: _____

Address: _____

City / State / Zip: _____

Phone (Day): _____

Phone (Night): _____

PCA/BMWCCA Region: _____

Member #: _____

E-mail:* _____

Entry Fee:** _____

Entry Fee (student or signed off): _____

Entry Fee (instructor): _____

Driver Experience: Enter the number of days you've driven at each track

	'05	'04	'03	Prior
NHIS				
Lime Rock				
Watkins Glen				
Mont Tremblant				
Summit Point				
Pocono				
Mosport				

	'05	'04	'03	Prior
NHIS				
Lime Rock				
Watkins Glen				
Mont Tremblant				
Summit Point				
Pocono				
Mosport				

Circle your experience level

Beginner - Novice - Intermediate - Advanced - Instructor

Circle your experience level

Beginner - Novice - Intermediate - Advanced - Instructor

Emergency Information

Doctor & Phone #: _____

Personal & Phone #: _____

Conditions: Penicillin - Contacts - Other: _____

Doctor & Phone #: _____

Personal & Phone #: _____

Conditions: Penicillin - Contacts - Other: _____

Vehicle Information

Make: _____ Model: _____ Color: _____ Year: _____

Modifications: _____

I certify that there are no mental, physical, or other conditions which prevent me from safely operating a motor vehicle, or which may endanger myself or others, and that my vehicle is in good and safe condition.

Signed: _____ Date: _____ Signed: _____ Date: _____

Send to appropriate event registrar.

For Northeast Region events send to: Mark Keefe, PO Box 1081, Upton, MA 01568-6081, Evenings (508)529-6127

NER Event Dates	PCA Opens	Inst Late Date	Closes
Sept 11 - NHIS #3	March 1	August 7	August 28

*Please provide your email address. This will facilitate our supplying registration information

** Fees: Per event - NHIS 1 Student \$75 (\$95 CA), Signed off \$140 (\$170 CA), Instructors \$25 (\$30 CA); NHIS 2 & 3 Student \$155 (\$190 CA), Signed off \$140 (\$170 CA), Instructor \$60 (\$75 CA); Watkins Glen: Students \$310 (\$365CA), Signed off \$280 (\$335 CA), Instructors \$120 (\$120 CA). LCMT 1: Students \$480 (\$565 CA), Signed off \$435 (\$515 CA), Instructor \$195 (\$235 CA). LCMT #2 Rates TBD,



 N O R T H E A S T R E G I O N

Porsche Fest 2006

P O R S C H E C L U B O F A M E R I C A

 Saturday, September 9th, 2006

A Special Festive Day of Everything Porsche... for Family, Friends and Cars!

Give your Porsche a cleaning, pack a picnic lunch or stop at the deli for a take out lunch to share with whomever, gather the family for a Porsche day of fun and plan to participate in a Concours d'Elegance. We'll meet again on the beautiful lawn of the Larz Anderson Auto Museum in Brookline, MA where for the past four years we've enjoyed perfect concours weather. We're hoping for the same this September. Concours d' Elegance, door prizes for the young and young-at-heart, a car show of fabulous cars, tour of the historic Larz Anderson collection of automobiles... do you need more reasons to spend a day with your friends in the Northeast Region?

Concours d' Elegance



Up for a little competition in the world of clean cars? Or maybe you'd like to clean just one thing and still be eligible for a trophy... either way, there's class for you at this Concours d' Elegance! Get out that bucket and sponge. It's a lot more fun to participate!



Classes

Full Concours - Exterior, interior, engine and trunk - judged in the classic manner.

Top Only Concours - Exterior, interior - judged by the entrants.

Track / Race Car Concours - People's choice by ballot of all Concours entrants.

Park & Wipe Concours - You get 30 minutes to prepare a small section of your car and we'll judge the results. Minimum cleaning.



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Concours d'Elegance • Car Show Activities for Kids • Region Goodie Store Special Feature for First Timers • Door Prizes

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

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

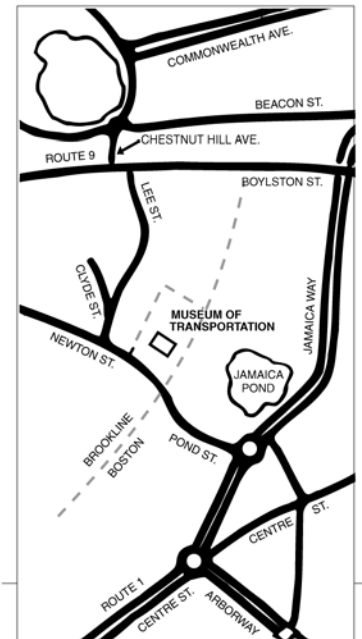
The Region Goodie Store will be on site for anyone needing one of our great T-shirts, polos or hats. This year the cost of the entry is \$20. Cost for entrants who do not pre-register: \$30 the day of the event.



Special Activity and Prize for every kid.

Schedule for the day:

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



Watch your September Nor'easter for additional information or schedule changes.

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 **\$20** (\$30 day of event) per car entered (payable to NER/PCA) along with this form to:

A. Kim Saal
35 Shattuck Road
Watertown, MA 02472

Questions? Contact Kim Saal at 617-923-4444 evenings until 9:00 or e-mail to: concours@porschenet.com

There Are Only Three Sports

Copy By Ramon Blanco, Photos By Janis Reiters & Bruce Hauben

Who said: "There are only three sports: motor racing, motor racing and motor racing; all the rest are merely games"? Answer: well, nobody. Ernest Hemingway reportedly said something similar, but not exactly the same; he reportedly quoted bullfighting, motor racing and mountain climbing (you can read all the variations of this famous quote at The Knese at <http://www.theknese.com/pages/Hemingway.php>).

Somehow, motor racing or car driving seems more substantial to me, now that I have eight full days of DE (driver education) under my belt.

The following is short summary of my most recent DE events:

Mount Tremblant, Quebec, Canada (July 10-12, 2006). The Track (Le Circuit Mont Tremblant or LCMT for short) is in the village of the same name. It is an awesome track with really interesting turns and sweeps and incredibly smooth surface.

For an account of this magnificent track see Laurie Jitts' report in the web http://www.porschenet.com/DE_PDF_WordFiles/LCMT_0405_byLaurieJitts.pdf.

Laurie's enthusiasm for DEing and LCMT is contagious. As it has been previously said, Mont Tremblant is a magnificent track. For me, these were my fourth, fifth and sixth track days during which time I learned a great deal about high performance driving. I also learned a lesson: If your instructor does not click

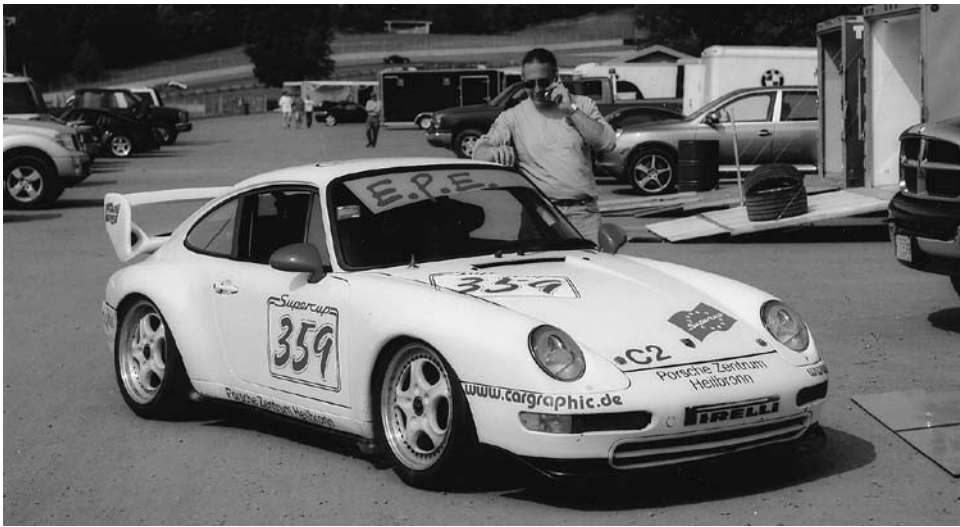


Goodloe Suttler preps his car

for you, switch to another one that works for you. As novices we are told to inform PCA/NER powers that be about an instructor that may not be suitable for us. This is actually easier said than done. When the time comes, some of us (at least a few drivers that I know and I) may be inclined to just stick with the assigned instructor. This is not right, because it will rob you of the most important thing that you should have on track: Fun. If you lose your enthusiasm and gusto for driving you will not drive well and you will not learn either. These are powerful reasons for being as proactive as possible and looking into switching

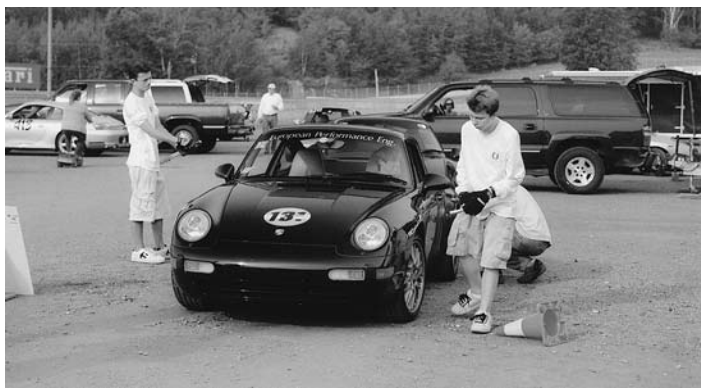


Paula Reiters at Mont Tremblant



Peter Bassetts newly purchased 993 Cup Car

Watkins Glen, New York (July 26 and 27, 2006). I went to the Glen thinking that this venerable and historic track could not be better than the fabulous LCMT. Wrong again. The Glen is a fast track that enhanced my perception of driving. It has a rhythm that is nothing short of amazing. When one is driving WG one feels that one is dancing, and dancing well! It is as flowing with the wind! It is that amazing! This track and this event have consolidated my commitment to driving and growing as a driver! I was very fortunate to have Bob N. Cohen as my instructor again (I was instructed by Bob at an earlier event at NHIS). Bob is very likeable and extremely patient.



The tech crew at Mont Tremblant



Bruce Hauben's 996 GT3

your instructor to one that will foster for you optimal driving and learning.

I was very fortunate to find Peter Larsen, a wonderful instructor and a delightful individual with a great sense of humor. A good sense of humor, it occurred to me, is essential for a good instructor. How else would otherwise a perfectly normal individual get into an unknown car with a perfect stranger with proclaimed car inexperience and let that stranger drive him or her at high speed? When one realizes this, one has even more respect and appreciation for what instructors do. Really the heroes of DEing!

Mont Tremblant is also a nice place for a family vacation with lots of restaurants and activities (MT National Park, white water rafting, etc.). This year as in past years, NER's DE event coincided with the resorts annual Blues Festival, which enhanced the venue even further. Both the village (where the track is) and the resort (where all the hotels are) are built in a human or European scale (everything is within a walking distance; for example, one can walk from one's hotel to the lifts that take you up to the top of Mont Tremblant).



The Firefly Restaurant catering truck made the trip to the Glen

continued on page 30



Steve Ulis, owner of FireFly Restaurant cooking up a great track dinner



DE participants line up for a feast provided by Firefly Restaurant



Joyce Brinton tends the grill

When I met him I instantly trusted him. In this event, as customary, we went through the usual two parade laps and then it was time for me to drive. I started driving and pretty soon I felt very good about this track. Despite the many mistakes, I was improving little by little. Speed was magically coming as I became more confident with myself and the car on the track.

The afternoon of day two came and Bob informed me that he had to go (He was going to be a grandfather for the fourth time: Congratulations, Bob!). Bob also told me that if my next instructor agreed, he would recommend me to move to the yellow group. As my newly assigned instructor informed me that he would not go out in the rain (it was raining very substantially) I realized that I was grounded without an instructor to go out with. I went to the Paddock control and asked the powers to be for another instructor. To my surprise, Laurie Jitts was instantly available and willing to go with me in the rain! He's my hero! As we prudently pitted out we found out that

the previous yellow/blue group had dried out the track. One complete lap and we could not see any wetness. Progressively, I gained more confidence and my speed increased. Laurie is a superb instructor, witty, reassuring, and empowering! I had an awesome run. To my surprise, Laurie declared that he had fun too, and then he added: "And I don't say this to everybody!" I was obviously satisfied with my performance, even though I realized that Laurie was right to say that I braked too hard and that if I were to enter the turns slower I would come out faster and my lap time would actually be better. This is the perfect instruction. He makes me feel good about what I have done, but at the same time he lets me know that I could be doing it much better. At the end he agreed with Bob that I should be moved to the yellow group. I could not feel better.

I have now completed eight days on track (NHIS, LCMT and WG) and I am totally hooked. I have to agree with Hemingway that motor racing (or in our case DEing) is a real sport as much as bullfighting or mountain climbing because it brings us to face our fear and conquer it. Risk is part of the experience. But, I would point out that it is a calculated risk, as one learns to control the car at greater and greater speed. Motor sport is also a



Laurie Jitts sends Peter Donohoe on his way

fantastic sport because besides its technical side, it represents a constant challenge to improve further and always learn something new. I know that what I am saying sounds somewhat used and unoriginal, but nevertheless it is true.

Some people believe that: "Auto racing is boring except when a car is going at least 172 miles per hour upside down" (cranialcavity.net/fullthrottle/wp/index.php/famous-racing-quotes). Definitely not true, at least in the case of DEing. Motor sport is at its best when the driver and machine connect in a single unit and move smoothly, fast and uneventfully! After all, if you double-fault in the tennis court, you lose a point; if your golf ball lands in a water hazard you're penalized a couple of strokes; but miscalculate your entry speed into a turn and your beloved car will not turn and will careen into a retention wall. These are the laws of physics that apply to any moving object. It is this element of risk that makes motor sport as exiting as mountain climbing or bullfighting. As they say, you cannot eliminate risk entirely from adventure, nor would you want to, either. ☐

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Goodloe Suttlers very fast GT3 Cup Car

Forged Or Cast?

Copy By John Mingst, Metro New York Region, Reprinted From Porsche Post

Often I am asked the question, "what type of wheels should I get for my car?" This is a great question. I usually start by asking how will the wheels be used, street versus track. For aluminum wheels it all comes down to two categories, forged or cast. I hope to end the mystery of the metals wars with "Forging or Casting how do you like your wheels served?"

First you have to understand the two processes. Let's start with forging. Forging is a manufacturing process where in metal (billet aluminum) is shaped by deformation under great pressure into high strength parts. Forging or cold forming are metal forming processes, which do not involve melting or consequent solidification.

So what is casting? The casting process consists of pouring or injecting molten metal into a mold containing a cavity with the desired shape of the casting. Metal casting processes can be classified by either by the type of mold or by the pressure used to fill the

mold with liquid metal.

Casting is a solidification process.

However, defects such as shrinkage porosity, cracks and segregation are also intimately linked to solidification. These defects can lead to lower mechanical properties.

Now that you know the basics, and this was a real basic explanation, let's see how this applies to manufacturing wheels.

Casting has the advantage of allowing more styling freedom, because the process is a more flexible method. Until recently, most wheels have been gravity cast (heavier and thicker). Today, low-pressure die casting techniques are used to substantially reduce porosity. Castings tend to contain porosity, which strongly influences the mechanical integrity of the component. Because of this, cast wheels are generally designed larger and heavier in order to achieve acceptable structural strength for a given application.

Forged wheels are manufactured in multiple steps compared to the one step casting process. The forged wheel, because of the enormous pressures involved to compact the metal, elimi-

nates porosity and voids that can be a source for cracks or corrosion. The result is that less metal is required to achieve a given strength, meaning lighter wheels can be made.

Furthermore, due to the density of the grain structure, the polished forged wheel will maintain its luster for much longer than a polished cast wheel which is very porous.

Forging yields wheels with a higher strength to weight ratio but the multiple step process makes the forged wheel comparatively more expensive than a cast wheel. Furthermore, with lighter weight wheels will lower the rolling weight of the wheels and result in minor acceleration increases.

An important thing to keep in mind is that quality of materials and heat-treating might be a more important factor than casting versus forging in some cases.

Forged wheels have long been considered the wheel of choice for racing or track environments. The consistency in production techniques generally produces a better wheel to meet the needs of the harsh demands associated with track use. However the modern low-pressure casting process is eliminating the gaps normally associated with cast wheels.

It is a buyer-be-ware marketplace. Wheels often sold at mass merchandisers usually will not meet the demands that you might experience when using the vehicle in a high performance atmosphere. You should do some research before you purchase. Contact the manufacturer and ask how the wheels are produced. Additionally you might ask what certifications the wheels are granted (TUV, DOT). Look to see if the wheels are used by professional race teams.

Enjoy improving your car, but do it smart. □



Current GT3 Forged Alloy Wheel



Fuchs Style Forged Alloy Wheel

Congratulations **Dave Goodman** for your win in the Tire Rack's **One Lap of America**



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Essex River Cruise

Copy By Susana Weber, Photos By Dave Weber

**“Just sit right back and you’ll hear a tail,
A tale of a fateful trip.
That started from this tropic (Essex) port,
Aboard this tiny ship.
The mate was a mighty sailin’ man,
The skipper brave and sure.
Five passengers set sail that day,
For a three hour tour, a three hour.....”**

OK, it was more like an hour and a half. And the passengers numbered closer to 54 than the 5 that sailed on the “Minnow” that fateful day.

Unlike poor Gilligan and the others aboard the “Minnow” we had no storm to toss our tiny ship. Luck was with us and the weather, a perfect August summer day... blue sky and white clouds as we all boarded the River Queen and took a seat in preparation for our watery adventure on the Essex River. As we departed the bobbing, floating dock and settled in to munch some pretzels and chips to stave off any pre-lunch queezies on a bobbing boat, Captain Dan immediately launched into his well researched role of river guide, entertaining us with the names of the migrating birds we were seeing, the ups and downs of tidal river ecology and the ancient glacial geology of the region that formed the river basin and deposited the rocks and beaches we sailed passed.



When beach front property is too expensive and hard to find!

As we motored along the back side of the Crane estate and Crane’s beach we could see the boats tied up on the shore with picnickers enjoying a day on the sand of one of the most beautiful beaches in Massachusetts. Negotiating around a series of small islands, Captain Dan described the movies that had been filmed there and some of the events that the locals experienced with the cast and crew members. He related that Daniel Day



Capt Dan and his crew of 54



When brothers disagree this is what can happen



Kayaks on the river



The Isabella being launched



Lobster at Woodman's - the best way to end a cruise

Lewis, who was filming "The Crucible" on one of the islands, came months early and cleared a field and planted a crop by hand himself, using only the tools that the early colonists had used in his effort to get into his part for the film. He also helped build the buildings that became the set for the movie (then removed when filming was done). One house on the island had a shell covering to make it look like a period building.

On another island the story of two brothers was related. They each built a home on the island but one brother built his right in front of the other's home and spoiled his view. So, eventually, the brother who had ruined the view, tore his home off the foundation and moved it elsewhere. The foundation, which looks like a castle ruin, sits as a reminder of what can come between brothers... they never spoke again.

Once we made it out to the mouth of the river and turned to head back to Essex, our thoughts turned to steamers and lobsters as we passed the famous clam flats of the Essex River that were out of site to us at high tide. No clammers were in view but their efforts would be on display at Woodman's just across the road from the Marina when we returned.

One last bit of excitement greeted us as we made our way to the dock. The Burnham Shipyard (shipbuilders in Essex since 1819), just at the end of the marina was all set to launch a beautiful wooden schooner the Isabella, hand made at the old ship yard. She'll be rigged and outfitted in Essex until Labor Day when her new owner will sail her out of the river. Approximately 3,000 people watched as she gracefully slipped into the high tide of the Essex River. Some of our "crew" stopped to watch before heading off to partake of the famous fried clams that were invented by Lawrence "Chubby" Woodman 85 years ago. Lobsters and clam chowda and clam cakes were consumed in mass quantities by all and washed down with beer and lemonade. All in all, it was the perfect day on Cape Ann for our group of would-be-castaways. Gilligan would have approved. ☐

Porsche News

Copy & Photos Courtesy of Porsche Cars North America, Photo By Andy Schupack

2007 PORSCHE 911 GT3 RSR TO DEBUT AT 24 HOURS OF SPA IN BELGIUM

ATLANTA – July 26 – Rounding out the development program more than 18 months in the making, Porsche Motorsport will hand two brand new 2007 Porsche 911 GT3 RSR race cars – based on the 911 GT3 RS street car - to the Manthey Racing team from Germany to run the 24 Hours of Spa this weekend in Belgium.

The cars, to be driven by factory drivers Timo Bernhard and Marc Lieb from Germany, with Pedro Lamy from Portugal in one (car #111), and factory pilots Lucas Luhr (Monaco) and Sascha Maassen (Belgium) with Marcel Tiemann (Monaco) in the other car (#197), will run in a special class on Saturday, July 29, as a final test before being offered for sale to Porsche racing customers around the world.

More than 250 of GT3-R family of 911 race cars have been sold around the world since the introduction of the 911 GT3 R in 1999, and the car has won hundreds of professional races and championships including the 24 Hours of Le Mans, FIA GT, the 24 Hours at Daytona, the 12 Hours of Sebring, and 53

class wins in the American Le Mans Series. In ALMS, the Porsche teams using the GT3 R/RS/RSR have won the championship six of the series' seven-year existence.

Porsche customers in the American Le Mans Series are expected to switch to this new model for the 2007 season, replacing the present GT3 RSR which has been raced since 2004.

For Porsche and Manthey Racing, the race is regarded as an important test under race conditions and at the same time serves as an assessment of the vehicle's development position. For 2006, this race is the only event that is currently planned. For Spa, the car is entered in the Group 2 class where vehicles from the Belcar national championships are eligible to compete. In 2007, the 911 GT3 RSR will be available for customer racing and aims to continue the success streak of its predecessors. Porsche customer teams have earned class wins in Spa every year since the GT3 first competed there in 2001 – with an overall victory in 2003.

Based on the 911 GT3 RS, a particularly light and sporty derivative of the 911 GT3, the current GT3 RSR is designed to comply with the A.C.O (Automobile Club de l'Ouest), the FIA-GT and IMSA (International Motorsports Association) as well as VLN



(Veedol Langstrecke Nürburgring) regulations. Porsche decided to build the new GT3 RSR after analyzing the relevant A.C.O. and FIA regulations in a specification which allows a minimum weight of 1,225 kilograms - 2465 lbs. (predecessor: 1,125 kgs) and permits the tire width to be increased by two inches to now 14 inches. Thirty-five kilograms of the required additional weight may be placed as ballast in the vehicle, resulting in a lower centre of gravity.

For the normally-aspirated Porsche engine, this specification allows a capacity of 3.8-litres with two 30.3 millimetre air restrictors (predecessor: 3.6-litres, 29 mm diameter). The increase in displacement was achieved through the enlargement of the bore to 102.7 millimetres with the unchanged stroke of 76.4 mm. With the mandatory air restrictors, the unit delivers 359 kW/485 hp at 8,500 revs per minute. Maximum torque increased to 435 Nm (320 ft. lbs.). Top engine speed is reached at 9,000 rpm. Thanks to the increase in capacity and the corresponding reprogramming of the electronics, the top performance as well as the response and driveability have further improved. The new positioning of the mid-front radiator and the use of side radiators - taken from the high performance

Carrera GT sports car - contribute to the thermal health of the engine.

For the 24 hour race in Spa, the GT3 RSR features the proven sequential six-speed gearbox of its forerunner. The customer vehicles for 2007 will be delivered with a new sequential six-speed transmission featuring the gears of the RS Spyder which competes in the American Le Mans Series.

The body shell of the GT3 RSR with the welded-in safety cage is ten percent stiffer than its predecessor. Distinctive wheel arches widen the body by 50 millimetres on each side. The track is enlarged correspondingly; wheels and tyres of the maximum allowable dimension can be fitted.

The relocation of the supplementary oil tank (option), the power steering and the battery to the front improve the weight distribution. The front and rear lids, the front mudguards, the wider rear, the doors as well as the front and rear panelling and wing consist of carbon-fibre composite material. The rear and side windows are manufactured from light polycarbonate.

The newly-developed aerodynamic package improves the aerodynamic efficiency compared to the forerunner (type 996

continued on page 38



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GT3 RSR) by a total of around seven percent. Airflow to and from the radiators, the brakes and the engine were further optimized. In compliance with the FIA and A.C.O. regulations the new GT3 RSR features a flat underbody.

The suspension with Porsche-optimized struts at the front and the Porsche multi-link axle at the rear corresponds to the configuration of the standard car. The modified kinematics is set-up for the wider tyre footprint and for the lowest possible camber change in rebound and compression. The new ZF-Sachs shock absorbers feature the Through-Rod-System with considerably lower chamber pressure and hence less friction than conventional dampers. As a result they offer a significantly improved response characteristic. The position of the rear axle was optimized. The axle features a new anti-rollbar, an adjustable upper link and an optimized lower link.

The brake system features six-piston aluminium callipers and 35 millimetre thick brake discs measuring 380 mm in diameter at the front and 30 millimetre four-piston aluminium callipers with 355 mm diameter discs at the rear.

Over the 2006-07 winter, 35 units of the new racing sports car will initially be built. □

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**Photos By
Dave Weber**

Camera:
Sony DSLR 100
Location:
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Date:
August 21, 2007

Nick Efremow



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Palmer Clingman



A very green 944 with a very big wing



Mike Woodward



Pete Larocca



The morning tech line



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Jeff Johnson



Prepping in the garages



Matthew Wallis



Ron Mann



Round Turn 2A

we own them now. I refer you back to my lament of the Swedes. In fact, while none of their exports are directly under their own sovereignty at the moment, there were two possibilities that had managed to avoid excessive meddling whilst under the yoke of outside ownership.

As I've got an F250 to tow with, which can in a pinch double as the family sedan, size wasn't particularly an issue for me so I thought long and hard around the prospect of an Elise. 30+ MPG, trackable, Toyota engine. Sinful, yet everyday practical, assuming you live in an alternate universe that resembles Ron's brain. Nevertheless, in the end as the boys from Hethel remain fully focused on alleviating all excess weight, we simply couldn't reach agreement. I was forced to account for the practical value of being able to legally carry a mere forty-five extra pounds that belonging to my 8 year old son and that was a deal breaker. Had the Exige been on these shores at that time though, I might have succumbed to the temptation of reliving my youth in the Elan I barely had.

This left me with a single lone possibility and what thankfully has turned out to be the second best car I've ever owned. If it weren't for the fact that the rear wheels are only there keep the sun roof parallel to the pavement, it probably would make numero uno. And the funny thing is, it turned out to be a BMW masquerading as an Anglican. I refer to the glorious lump that is a MINI Copper S. If you've never driven one, do so. It's not so much a car for your ego than one for your soul. If it doesn't put a smile on your face, you probably possess too much of the former and none of the latter.

So what does any of this crud have to do with my growing sense of discomfort? Virtually nothing except this. The MCS carries a relatively small fuel load. But I've been noticing lately that it's taking an extraordinary amount of time to fill it up. Think back. Admit it. It's taking longer. Think harder. Doesn't it seem as if each time you recharge, it takes just a little longer than the last time? Then one day, you realize all of a sudden, it seems like its taking an eternity to pump just one single gallon of gasoline. Its not like higher prices mean higher volumes. So what the heck happened? The pumps are electronic, if the numbers flash by too quickly the pump won't blow. Or will it?

See, it finally dawned on me. They, as in the unspeakable they, the they of the Trilateral Commission, the smoky back rooms of yore they, THE they must not want us to gaze depressingly in the direction of numbers whizzing by that fast. We'll get all unhappy about it. And who know what might happen next. We'll be standing there, watching the yellow leds count-

ing to infinity, catching a flash of six here, a three there, minds hypnotized through sheer boredom. With nothing better to do we'd actually start thinking about just how much our addiction is actually costing us. Some of us might get real upset and do something rash. Like blow up a pump or two for starters. Not good for business.

Okay, so maybe this slow the pumps thing is for our own peace of mind. I'm sure that's what all the conspirators are saying to themselves. 'We know best, we'll take care of all the helpless, hapless schmucks out there. It's either drop the GPM rate or drug the water supply. Lowering the numeric spin rate is a cheaper more reliable solution.' And what I find excruciatingly troubling about my observation, what fires neuron induced chills up and down my spinal cord, is that if I'm right, I've uncovered the first actual hard evidence that the international conspiracy is real; evidence that you or anyone else can confirm for themselves. And if we all agree, it means there really is someone out-manipulating us against our own ability to grok reality. It means that right now, undoubtedly in sleek, leather and walnut clad hyper secure high rise super technoid offices, are gaggles of silent, overpaid consultants thinking up all sorts of crap to shade all kinds of truths. It makes me wonder what else they're up to that none of us, other than those I formerly might have consider loony tunes have noticed. Scary.

Until next month, keep looking over your shoulder. Peace. ☐

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it replaces and requires that a larger opening be cut into the bulkhead. Not something that a hobbyist would attempt in his driveway. That's when Jack mentioned that many years ago he had watched Jay Barry of Stuttgart Northeast in Danvers, MA do that very swap into a red Speedster. He couldn't remember much about the car because it was up on the lift each time he went in and he only saw the bottom. Simple solution, call Jay and see what he can remember. But Jay and Carol are now in their seventh year of a three year around the world cruise so he wouldn't be able to fill in the spaces but I wasn't about to slow down on this chase yet.

Ralph Meaney has a website, set up by his son, which lists all his racing victories and makes contact easy and in just a few minutes I had him on the phone. He remembered that they used to do repairs on Porsche gauges but couldn't remember this one specifically. When I mentioned the transmission swap the lights all came on. It turns out that he had sold the Speedster to Gil Myer who had Jay Barry install a transmission that also came from Ralph's shop. Gil Meyer and his wife Sue were very active in the Northeast Region of the Porsche Club and had both served as president of the region in the '70's. Although a dentist by profession Gil played with cars like all the rest of us at the time. He was an active racer, 904 owner, and bought and sold Porsches for fun. Unfortunately he died tragically in a road accident back in the early '90's.

Suddenly the picture of the little red Speedster with Gil at the wheel popped into view in my brain. Back in the day the local club used to race their cars on weekends at Hanscom Field in Bedford, MA. I was autocrossing "Blackie" (he was silver in those days) and Gil showed up with a Speedster he was working on to see how it would do. We lined up together and did our best to outrun each other. Although Gil was a road racer not an autocrosser, he did a great job on the course, pushing me harder and harder. I don't remember who won but I do remember that on one hard left turn his right door came open and we had to bungee it closed for his later runs. Just like today you did what you could to help anyone stay in the game.

Another long term PCA member, Mike Noonan called to say that he too had his hands on Little Red because he had started working for Brian Doherty at Custom Coachworks, of Danvers, in the late '70's and this was one of the first Porsches that he ever painted. He remembered that Jay was using what he called his Hot Rod, as his everyday driver at the time. It's a tribute to his early skill that the car still has the same paint after all these years and except for a couple of cracks and chips, looks

great. Mike went on to Gullwing Restorations (today known as Paul Russell Restorations) and in 1988 started his own company, Mike's Auto Body, where today he continues to do fine work on our favorite marque.

We've all heard stories about how people have come across cars that they've owned years before but this is the first one in my garage that I'd competed against and that took such a long road to my door. I really don't have any idea where Little Red has been the last thirty years, the seller said that his brother got the car from a guy in San Diego seven years ago and they don't know anymore history that that. Besides, the guy said, "it's just an old car". Somehow it seems like a lot more than that to me. Just think that if Ralph hadn't put his name on the back of that speedo, or if I hadn't pulled it out to see what was wrong, I never would have known where Little Red had been. Amazing how small this 356 community really is after all.

I'm now looking at both of these old cars sitting side by side in my garage wondering if there is a way that these Speedsters can sense that they were together all those years ago. I like to think that some how they know. KTF ☐

Garage Tour - continued from page 18

From I-495: Take the Mass Ave exit in the Lawrence area. Go east off the ramp and continue to the second stop light. Turn left to pickup Route 133. Continue on Route 133 through West Boxford Center, then turn left onto Parish Lane. ☐

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Out In The Passing Lane - continued from page 4

for analyzing data, and is visually easier to use. The upgraded software also incorporates USB connections between the cars and the computer (eliminating a slow parallel port connection) – and the software knows with which car its downloading data.

They also offer yet another upgrade that can incorporate GPS information, and that will also link video information taken during a run with the related data produced by the various sensors. With that capability you could display two cars data and video at the same time, which could be very useful when you're trying to determine why one person is quicker than the other at a particular point on the track. The video data logger is rather pricey so I'll pass on that for now.

We're off to the Glen in a few days for our fourth three day driver education event of the year, which is a good thing. It may turn out to be our last event of the year unless we decide to fit in another trip to VIR this year. That event is held the second weekend in November and usually has good weather, although we once left Boston with snow flurries in the air when headed to that event. I'll have to see how many vacation days I have left by late October.

The best news on the DE front is that the new Calabogie track finally has all the necessary approvals, and they're paving as I write this column. So next year we'll be able to drive a brand new state of the art race track that on paper and in pictures looks to be very entertaining. ☐

Driver's Window - continued from page 5

and put the car a bit further back then Karl's speed could regain in 30-minutes.

So, after all of my previous year breakage, I finally had a great set of races at one of the toughest tracks we drive. I could still go faster in Turn 2 but I'll save that for next year.

Next is Road America on Labor Day weekend and we all got registered for the Daytona Race in October. A lot of driving to get there but we have to drive it once. ☐

Around The Cones - continued from page 7

seat belts that appeared shortly later which if not working properly would strangle the occupant or more likely just jamb half way on, great invention. One last question, remember the talking cars that the Japanese car makers introduced in the late 70's early 80's which admonished you to shut the door, turn off the lights etc?

More to come next month. ☐

Check Your Mirrors - continued from page 9

of our sponsors, Steve Uliss of Firefly's Restaurant and Jerry Pellegrino of EPE. After a day driving on the track, there Steve was, cooking up barbequed chicken, ribs and pulled pork. What a feast!

I also have an interesting side story relating to my DE at the Glen. I seem to be driving faster this year, and as a result, I am chewing up tires and brake pads much faster than I am used to. On Sunday night after NCR's weekend, Luke and I were removing the Cup Sports in the garage at NHIS. Since Boxsters are somewhat camber challenged in the front, the outside edges of the front tires were pretty worn. Since it was Sunday evening and I would be leaving for the NER Watkins Glen DE on Tuesday, there's not much I can do (and I'm too cheap to have a set of front tires air shipped to the track). I'm hoping that with luck, the tires will last for the first day before cording. However, Luke had been attending college in Rochester before transferring to Northeastern, and had gotten to know some of the autocrossers and racers in the area. After we got home, he got on the phone and by 10:00 PM that evening had located two somewhat used (but very reasonably priced) Sport Cups of the correct size from BMWCCA E30 M3 driver Roy Hopkins, and had arranged to have them dropped off to a race shop that happened to be working late on Tuesday night and would be happy to mount and balance my tires. I rolled in to Ekstens Autoworks in Rochester about 6:30 PM on Tuesday and was headed back towards the Glen around 7:00. The tires looked a little dry, but had plenty of tread depth. After wearing off the surface rubber, they performed great for both days, and still have two or three days left in them. Racing/DE really can be a big family. ☐



Marketplace

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'97 Ford Coachmen V-10 Class C Motorhome, 15k miles. Owned by my dad who used it very little before he passed away. 23 ft w/ rear Queen bed & rear bath w tub & shower. All usual items like 'fridge & stove & microwave, etc. Lots of cabinets & storage space. A great tow vehicle, w lockable outside storage for tool box, etc. I just returned from a 3,200 mi trip to Fla & points west. Runs perfect, could be driven to California on a moments notice. Photos on request. Cost over \$40,000 new. Now \$22,000 Call Len Cummings at: 978-562-7300 w, or 978-618-3993 cell or email me at: len@autosportengineering.com
73-911T: 2.7RS with Webers, MI parts, needs paint, some rust, \$6700. West Brookfield MA, 508-867-9191 evenings.

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Schroth 6 pt. Harnesses: Porsche's OEM harnesses; 2 sets of Red, barely used (less than 5,000 mi.), 3" shoulder belts, 2" lap belts, like new, great for DE, replacement cost \$630; the pair for \$400. Bruce Hauben, 978.952.8517; bmh993@PorscheNet.com

1993 RS America; 27,700 mi; PCA Club Race C Class w/ log book, or D Class with included OEM rear spoiler, excellent condition; strong, fast, reliable. All receipts from '99-'00 race prep, great DE car. Maintained flawlessly by EPE. Full custom welded cage, Autothority chip, Bilstein RSR suspension, Brake upgrades with SS lines, B&B headers, RS motor mounts, 2 Recaro SPG seats, Steel synchros, 3.8 RSR Carbon Fibre/fiberglass wing, and much more. \$48,000. For more details and pics; Contact Bruce Hauben (Littleton, MA) at 978.952.8517 or bmh993@porschenet.com

'89 944 S2: Black/Black 93k. All standard options and 5-Sp manual. Ext completely refinished in '99. No body work. Car has been in storage for last 4 yrs but recently moved and runs perfectly. Car was purchased for track events but I don't have the time. Will consider trade towards single engine aircraft. \$9500 or bro. 508-559-3117 or onthecod@verizon.net for more info.

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Michelle Wang
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Home: 978-443-1855 email: mwang@meditech.com

Membership

Steve Ross
49 Village Brook Lane, Natick, MA 01760
Home: 508-653-1695 email: SLR944@AOL.com

NOR'EASTER Editor

Dave Weber
PO Box 409, W. Boxford, MA 01885
Home: 978-352-6601, email: GT3Cup@PorscheNet.com

Past President

Andy Jenks
19 John St, Southboro, MA 01772
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A. Kim Saal
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Home: 617-923-4444 email: Speedster@PorscheNet.com

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38 Dana St, Providence, RI 02906
Home: 401-331-0599, email: Info@tuckandtuck.com

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Home: 781-631-4157, email: donw47@comcast.net

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email: Tech@PorscheNet.com

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Mark Keefe
Home: 508-529-6127 email: TCReg@PorscheNet.com

Co-Chief Driving Instructor - Driver Education

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Home: 978-443-1855 email: ChfInstWallis@PorscheNet.com

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Home: 781-272-7227 email: ChfInstArtick@PorscheNet.com

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Welcome New Members

Brian Arthur
Lynn Arthur
East Greenwich RI
2000 996

Kenneth Aucone
Deborah Aucone
Columbus NJ
1982 930

John Bearley
Martha Rook
Boston MA
1987 944

Paul Brown
Needham MA
1972 911T

James Catlett
Michael Catlett
East Chatham NY
2006 911Carrera

Charlie Clist
Tricia Clist
Medway MA
1986 911Carrera

Wayne Ellis
Melrose MA
1986 9285

Richard Fisher
Patricia Fisher
Newport RI
1999 911Carrera

Lisa Gallagher
Daniel Gallagher
Boxford MA
1996 911C45

Scott Lambert
Michael Lambert
Andover MA
1980 911SC

J.C. Marin
Andrew Marin
Middleton MA
2006 911CS

Gary Maupas
R. Corcoran
Medway MA
2002 911Carrera

Ann Marie McMahon
George Mello
North Dartmouth MA
2006 Boxster

Randolph Pisane
Lindsey Piegza
Hoboken NJ
2006 Carrera

John Putnam
Stoughton MA
1985 911

Andrew Schreiber
Alex Schreiber
Arlington MA
1979 930

John Schreiber
Ann Schreiber
Arlington MA
1979 930

Nigel Smithson
Lynn MA
1989 944T

Transfer In

Steven Scansaroli
Barrington RI
1987 911

Minutes - continued from page 8

Michelle have submitted the Board's specifications to an interested club member for their consideration on the redesign. A search for other web designers is ongoing as a backup plan. Ideally the new website would need to be in testing by November 06.

Bob Cohen will host the September meeting on Thursday September 14th. This meeting of the board was adjourned at 9:01pm. □



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Tech Tip: If you own an 84-89 911 Carrera, and the engine fuel lines have never been replaced, they are at least 17 years old. Inspect them carefully before subjecting your Porsche to the heat & stress of track use.

If there is any sign of hose failure replace them immediately. Don't risk a potentially disastrous engine fire.

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