



Heliops Tour... Get the Buzz
ZONE ONE CONCOURS & RALLY - RETURN TO NEWPORT

Zone 1 - 48 Hours of Watkins Glen

THE NOR'EASTER

APRIL 2007 APRIL 2007

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

Date: October 2006

Event: The inaugural PCA Club Race at DAYTONA INTERNATIONAL SPEEDWAY, Daytona, FL.

Assignment: Prepare and Support our customers' cars.

Results: All Great... some Extraordinary!



Greg Brown: Winner of the very competitive GTC3 class enduro in his GT3 Supercup Car.

Dana Martin: 1st in class and 4th overall in the GTC2 class enduro.

Bob Cohen: 3rd in GTC1... running the entire 90 minute enduro solo.

Barry Brensinger: 2nd in class in sprint after starting last overall... setting another B class track record.

Andy Jenks: 3rd in class of 26 F cars and 4th overall in enduro after a dramatic spin dropped him to 30th early.

Caryl Brensinger, Bruce Hauben, Wayne Mackie and Steve Boris: Finished off the podium but ran safely without problems or issues.

CONGRATULATIONS!! to our customers and friends on their outstanding performance at Daytona.

While not all our customers race their cars or even participate in the PCA drivers education program, we believe all our clients deserve the same level of personalized, professional care we have become known for in race paddocks all across the country.

Our commitment to excellence shows in many ways, through our flexible scheduling, our cost effective approach to proper repair and maintenance and our unique ability to help make your Porsche ownership pleasurable and rewarding.

So, the next time your Porsche needs a little TLC... even if you're not planning on driving the banking at Daytona... call or drop us a note. It's often said "Racing Improves the Breed" and we at EPE believe that it's true, not only for the car, but the technician that works on it.



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COVER



Cover Photo
Susana Weber's 2001 GT3 Supercup Car in turn 2 at Mosport. Photo by Jim Murray.

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Out In The Passing Lane

Dave Weber



The past four weeks have been filled with good times, plenty of sadness, and lots of trips into Boston—some for work and some to support Susana during her knee replacement surgery. The sadness came as a result of the sudden death of my next younger brother, Roger. He was an extremely successful labor and employment lawyer for a large firm in Cincinnati. A partner since 1983, he supervised a large department within the firm and was, from what I learned recently, a talented leader and mentor.

Whenever we were together (which wasn't very often, unfortunately), we never spoke much about our careers. We each recognized that the other was doing well, but we never really discussed much about our work and community involvement. So it was very emotional for me to stand in the receiving line at the funeral home, for four hours, greeting a long line of well wishers—Roger's work associates, neighbors, former employees, opposition lawyers, clients, kayaking friends, Harvard Club members, Recess Club

By then I'd given up waiting, so I was struggling to get home from Boston in the midst of the late Friday afternoon storm.

members, and his son's private school families.

I really only then came to realize just how talented and well liked my brother was, and how much he will be missed all of them. His sudden death, along with another brother's death three years prior, were totally unexpected and came much too early in their lives. Life is certainly a tenuous thing, something you only realize when something like this happens so suddenly. Enjoy what you're doing, and certainly don't put off things you really want to do. As Susana always reminds me, no one passes away wishing they'd spent one more day in the office.

Our trip out to Cincinnati for the funeral took place 48 hours before Susana and I were to depart for 10 days of vacation in St. Martin. We arrived back in Boston at 1:00 AM on Sunday morning after a 2-½ hour bad weather delay in Cincinnati. We checked into the airport Hampton Inn—for all of 2-½ hours—to get a little sleep and shower. We got to Logan by 5:00 AM only to find long lines of people trying to check in at Ameri-

can. With next to no sleep, I wasn't in a good frame of mind to stand around. Fortunately, after an hour or so, an American representative pulled us out of line to check us in. We made our flight to San Juan, Puerto Rico, but when we arrived we learned that our connecting flight coming from Washington DC had been cancelled due to the same bad weather we'd experienced in Cincinnati. That led to a 24-hour stay at the local Holiday Inn, as American had no other available flights to St. Martin. Scratch one day off our vacation—spent standing in more lines trying to rebook for the following day.

We finally arrived in St. Martin and had a glorious nine days of warm sunny weather in a terrific one-bedroom villa we'd rented. For nine days I did nothing more strenuous than read books and float in the villa's private pool. The warm sun was certainly therapeutic and much needed after the shock of previous events. Fortunately our trip home was uneventful, on time and with no long lines to stand in!

Back in Boston I was immediately engaged in the annual Boston Seafood Show at the new convention center. Numerous trips into Boston ensued over the next three days for meetings and dinners. By the following Tuesday I'm tired of rich food, and can't look at a bottle of wine!

A few days later Susana visited Mass General for knee replacement surgery. The surgery went well and, as of this writing, she's doing well in the beginning of her recovery period. I got to spend hour upon hour sitting around waiting to learn how her surgery progressed, and when and where I could see her after it was completed. Of course, we'd arrived early to begin with, and subsequently delay followed delay and her surgery ended up starting much later than originally scheduled. Then the hospital was short of rooms, so Susana spent a long time staged in the surgery recovery area.

By then I'd given up waiting, and so I was struggling to get home from Boston in the midst of the late Friday afternoon winter storm. Two hours of travel were followed by nearly three hours of snow throwing, which certainly capped off a very long day. Eleven days prior I'd been enjoying the sun, and here I was dealing with absolutely miserable conditions. Can you say "frustrated?"

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Upshifting

Bruce Hauben



Sitting at my desk writing this month's column I'm looking out on a pretty winter scene of snow and bare trees but it's 7:30 PM and still light outside. The early Daylight Savings Time adjustment is more than simply moving our clocks ahead, it's getting accustomed to later daylight while we're still in the throws of winter. It's a strange sensation to say the least, several times I've found myself having to hustle to get to an evening commitment because I didn't realize the late hour as it was still light outside. Something I've enjoyed getting used to, it's pleasant having daylight late into the evening this early in the new year.

I wonder if the daylight shift has had any bearing on the early arrival of Robins to the yard, foolish birds that they are. With a solid snow pack on the ground they've been forced to use the feeders like all the other birds that have overwintered here. It is funny seeing the Robins on the sunflower feeders, balancing themselves on the thin wire from which the feeders hang. At the

While the '08 Ramble is still a work in progress, the '07 Ramble is already a resounding success even before it has taken place.

same time, the many Gold Finches that spend the winter here began several weeks ago to brighten up their plumage from the dull brown/gray of winter to their bright summer yellow. I've always wondered why some stay here and others head south in the fall (Canada Geese are in the same category); the ones that stay here must have a defective GPS system.

This naturally brings me to the Zone 1 meeting Joyce and I recently attended, in Latham, NY, in the middle of the snow storm that brought the most recent white stuff to our area, in fact the only significant snow of the season. We had driven out to Saratoga Springs Friday morning for a site visit to a potential '08 Ramble venue. Unfortunately we did not get an early start and by the time we got to the MA pike were in the middle of the snow storm. For the next hour we waffled about turning around, until we reached the midway point at which time it made no sense to turn around so we persevered. We saw many vehicles trying to get to their destinations by heading through the woods and wrapping themselves

around trees or ending up on their roofs, but the all wheel drive Volvo with snow tires performed very well. One trip a year in such conditions justifies the costs of the AWD and snows.

Anyway, to get back to my thread here, after our site visit Friday, we went on to the Zone 1 meeting on Saturday and Sunday. Chatting with Pete Tremper (PCA National DE Chair) during breakfast one morning, Pete works at DuPont's huge facility in southern NJ; we somehow got onto the topic of birds and Canada Geese and learned something very interesting from him. Canada Geese that over-winter in urban and suburban areas have become a major headache and many things have been tried – most unsuccessfully – to get rid of them. Well, DuPont seems to have found an answer by placing cut-out images of dogs around the grounds and the birds have stayed away. After some period of time when the geese have determined that the cut-out dogs are not a threat and begin returning to the grounds, DuPont moves the "dogs" around to different locations and bingo, the geese are gone again for a while.

While the '08 Ramble is still a work in progress, the '07 Ramble is already a resounding success even before it has taken place. We already have 140 cars signed up (by far the most we've ever had) and more coming in almost every day. By the time this reaches you readers, the wait list will have completely closed. The smallest bottle neck in the number of people we can accommodate is the dining room at The Equinox which is limited to 250 people. So members registering after we reached that 250 have been given the choice of doing everything involved with Ramble except for the Saturday night dinner, or being placed on a wait list hoping there are some cancellations. Almost everyone has opted for the former which is how we've gotten to 280 in the '08 Ramble. One hundred forty plus Porsches (with a few other marques thrown into the mix) are going to present a whale of picture and great time for all.

This year's Watkins Glen Club Race which is sponsored and produced by our own Zone 1 will have a few new wrinkles of interest this year. By the way, the Club Race team is always looking for volunteers to assist during the race. It's a great way to get up close, be involved in the excite-

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Four Speeds & Drum Brakes

Tom Tate



The New England early Porsche group known as Typ356 makes a trip out to Los Angeles each year as the snow is beginning to melt to attend the annual Porsche Literature and Swap meet. I have never attended because the date always falls in the middle of our ice racing series. Somehow the competition on a frozen lake always seemed like a better idea than standing around palm trees in 70-degree weather looking at old cars. I guess age is starting to creep up on me as that warm weather is looking better and better. With the winter we've had, Newfound Lake up in Bristol NH never got to the ice thickness that allowed 50 or 60 cars to drive out and play. This seemed like the perfect year to make the trip to LaLa land.

The theory was to fly out on Friday, see a couple of Porsche restoration shops that I've heard so much about, attend the literature/swap meet at the airport Hilton hotel on Saturday, see some old friends, visit the outdoor swap meet on Sunday and catch the 'red-eye' flight home on Sunday

I was only about ten steps from the car when I knew the answer to that question. I thought I'd gone outside with no clothes on. Boy was it cold.

night. In fact, except for the flight back, it really went pretty smoothly.

I drove down to T. F. Green airport in Providence, with the on-board thermometer showing 7 degrees (why wasn't the ice thick enough?), and made a dash to the terminal from the parking garage. Like a lot of travelers, I didn't want to drag a pile of winter gear all the way to the coast where I would look like a tourist, so I was wearing a lightweight coat, a short-sleeve shirt and some thin pants. Besides, how cold could I get just going from the car to the terminal? I was only about ten steps from the car when I knew the answer to that question. I thought I'd gone outside with no clothes on. Boy, was it cold. I just kept looking at the main entrance door and telling myself that it was warm in California. The security line was short (I was third), and after buying a sub (which is tough to do at 7 am) I was seated on the plane.

All my friends at Southwest Airlines got me out to the coast by noon on Friday and the weather was perfect. Lunchtime in LA was 3 pm for me

(hence the sub) and I was six hours away from my next meal, but that's why they serve pretzels in hotel bars, right?

Nowadays I believe that everyone should wear a name tag. Not just because I had only talked to a lot of these people on the phone, but also because when guys get old they all tend to look alike and I can't remember their names. I have a number of name tags from attending events over the years and always have a couple in each suitcase. A tag from the '86 PCA Parade with a nice crest on it was pressed into service and suddenly everyone knew my name.

Dinner was at the Proud Bird restaurant with Pete McNulty and his friends. He was the guy I'd never met who had seen Little Red in a parking lot last year before I bought the car. Without his sighting, I probably would never have sent the money and Little Red would never have made the trip back to my garage. The restaurant is next to the LAX runway (almost on the runway) and was happy to put up with a bunch of loud old guys

telling car stories. There is a collection of old warplanes on the property that makes the Smithsonian look like a gas station. Terrific food, great time.

The Saturday literature/swap meet was held in the main ballroom at the hotel, and the

place was jammed with over 200 vendors, suppliers, and just old guys with old parts. There were lots of posters, service manuals, and books on Porsches, but there were also a number of people that had brought their latest great ideas to show. Shops with dual-plug heads, 1900 cc billet barrels and pistons, LED lights, and the latest in flame-thrower driving lights. Unlike most swap meets that I attend, almost everything there was new and shiny. Some was old and had been discovered back on an old shelf covered in dust still like new, and some was recent reproduction.

Part of my mission was to score a 356A owner's manual for my brother. He had owned his car for nearly 40 years and never had an owners manual. There were any number of B and C manuals laying around on the tables, but no As. I must have asked a dozen vendors if they'd seen one. It was a literature meet, after all. One fellow said that he had one at home that he would sell for \$275, but I didn't tell him to go after it. Later I was watching a

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Flat Sixer

John Bergen



Another month and another column. Today is March 8th and I am still receiving checks for *NOR'EASTER* subscription renewals. At last count we are closing in on 650 people who enjoy the hardcopy of the *NOR'EASTER*. I'd like to remind everyone that every December renewal forms are available in the *NOR'EASTER*. So, if you want to have an uninterrupted subscription, make sure to mail your checks early next year.

For people who have missed the February 15th deadline, I will try to make sure you receive March's issue as soon as I get the extra copies, although this means that you could be getting April before March. You can always visit the NER web site and read/download the PDF version of the *NOR'EASTER* to tide you over.

I have to admit that I am one of those who enjoy the hard copy version. It's a lot easier to pack a magazine into my backpack and take it along on the train. Of course, I could download the PDF, save it to my laptop and take my laptop on the train, but it's easier for me to read from paper

I have to say I am fortunate to have quick access to my car since I know that many individuals store their cars for the winter.

while moving.

One thing I had mentioned before was for people to ensure that their addresses were correct on the *NOR'EASTER*. I have been fixing people's zip codes, street numbers and PO boxes as I find mistakes, but I can't guarantee that I will find all the mistakes. So, please check your addresses! Also, if you haven't already, log onto the PCA National web site at www.pca.org and get yourself a user ID and password. Once you are connected, you can update all of your personal information on-line. I can then rely on the monthly membership files I receive to keep our subscription database up to date. This would eliminate the need for PCA members to send e-mail to me to have your mailing address changed. It would also make my life a bit easier!

Speaking of making my life easier, the U.S. government sure hasn't been doing that. With the passing of the "Energy Pact of 2005," Daylight Saving Time will now begin on the second Sunday in March and end on the first Sunday in

November. The second Sunday in March happens to be a few days away. No big deal, right? Right, unless you have countless personal computers, work stations, servers and such that need to be patched in order to deal with the new time schedule.

Not to mention that there are countless software products that rely on the time and date in order to function properly. This becomes an important issue when you are sending and receiving trades and payments electronically. Granted, this issue is not as critical as people made the 'Y2K' (year 2000) thing out to be. We all know that Y2K turned into a non-event. I am keeping my fingers crossed that the DST change will prove to be another major non-event.

This weekend I am looking forward to some nice weather and the chance to fire up the 911. This winter has been pretty good for allowing me to drive my car on the weekends. I also was able to make the commute into Boston a few times.

I never really performed my winterizing routine this year and that has proven to be a good thing. I have to say I am fortunate to have quick access to my car since I know that many individuals store their cars for the winter. All I need to do is lower my car off its lift, start it up, and drive away.

Yes, that's right—a lift. The first year I had my 911, I parked my Audi outside and the 911 inside. When winter approached, my wife insisted that I park her car outside and both of mine inside. As I said before, she's one of the best! This worked out well until our first big snow storm and my plow guy couldn't clear the driveway because of my wife's car. It made for a very long morning of shoveling, which I vowed to somehow not repeat.

I then spent many months researching possible ways to rectify the situation. I explored storage garages close to where I live and tried to calculate the total cost of parking the car for five months. I thought there must be some way to solve this problem. One thing I did do was purchase a big Ariens snow blower so that I wouldn't have to shovel too much snow. The snow blower has been a godsend, but it only solved half the problem. Then one day, while perusing one of my favorite web forums, I came across a picture of a fellow 911'er who had just installed a lift. Wow, I thought.

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Minutes Of The Board

March 14, 2007- Michelle Wang, Secretary



The March meeting of the Board was held at the Hauben/Brinton residence on March 14th and called to order at 7:23pm. In attendance were: John Bergen, Glenn Champagne, Dave and Susana Weber, Ron Mann, Win Perry, Bob Cohen, Steve Ross, Bruce Hauben, Michelle Wang, and Matthew Wallis. Steve Boris was absent.

Ron Mann provided a summary of upcoming activities. In the DE area, details are firming up on the Calabogie event; there may be a modified schedule to allow for instructors and advanced drivers to become familiar with the track. More information will be published online and in print as it becomes available. We have approached one of the local car clubs to borrow their sprinkler system for the May 6 Novice Autocross and DE School skid pad exercise. The car club has asked for a nominal fee to cover the rental, so Ron has approved the fee. The event should be very educational for all participants. Ron also noted that the Dows are planning a tour/coffee run for June 3.

On Autocross matters, Steve Ross reported that AX events are almost fully sponsored. Another auto club looking for additional participants has approached us, so Steve will send an informational e-mail to interested folks. Steve will also take over as Concours chair this year and will mentor new concours committeepepersons. There will be three concours events of note this season, consisting of the Zone 1 Concours in May (in Newport); German Car Day at the Museum of Transportation in June; and PorscheFest in September.

Moving on, Win reported that the February Turner Motorsport meeting was very well attended and generated a lot of interest. The Newcomer's meeting is ready to roll for March 25th. Bruce reminded all Board members in attendance at the Newcomer's meeting to welcome all the 'newbies' and spend some time chatting with them. The April meeting is at EPE on technical topics. The May 12th meeting is at Heliops. June is in planning, possibly for an auction. July is the 'off' month. The August meeting may be 'on the water;' stay tuned for details as they develop. The remainder of the year is planned and information will be available on Porschenet.com and in the NOR'EASTER.

Bob distributed his Treasurer's report in advance of the meeting. It was noted that registration fees are coming in on a timely basis due to online registration. Please note that registration is available online as well as the 'old fashioned' way—by snail

mail to the registrar. The Treasurer's report was accepted as submitted.

In membership matters, newsletter subscriptions continue to dribble in. John sent out 120 postcards to those eligible for the Newcomer's meeting. As of this writing, the Region has 2,490 members, a bit down from last month. As requested, John distributed the names of new members as of this month who should be called this week and issued an invitation to the Newcomer's meeting.

Newsletter deadlines and content assignments were noted, with John Bergen again beating out the rest of the Board with his very timely (read: early) submission. The snakes in the room were hissing loudly. Dave asked for a little creativity with some of the boilerplate copy from some of the folks in the room. Dave also noted that the color cover on last month's issue was a very interesting experiment; he also informed the members assembled that the overwhelming opinion is to continue the hardcopy newsletter.

Bruce continues to chase the region (which will remain anonymous) to collect funds owed to NER from last year's joint DE event. Bruce had e-mailed the track chair to no response, so he will take the matter up with the region's president. Bruce announced that the waiting list for this year's Ramble has started, as the dining room at the Equinox is now filled to capacity for the post-Ramble dinner. There are roughly 135 cars

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Happy PCA Anniversary

Thirty-Five Years

Edward Tobolski

Twenty Years

Kevin Gross

Steve Ross

Fifteen Years

Jeffrey Skibik

Ten Years

James Stein

Five Years

Glenn Anderson

Maurice Auger

David Beningson

Bill Caterino

Roger Cotte

Sean Dalton

Kenneth Dobbins

David Elden

Philip Flaherty

Preston Goldner

John Legelis

Steve Uliss

Greg Serrao

Robert Stemler

Wyatt Stevens

Check Your Mirrors

Win Perry



After literally years of avoidance, my wife and I recently spent the weekend in New York City. Linda grew up on Long Island, and went to the city all the time; I had college roommates from Manhattan, and was in awe of the city's bigness and brashness. I'm not really sure why we were avoiding it for so long. So, when we learned of a swing dance weekend, in Greenwich Village, no less, we had to sign up. Although I am definitely a car guy, the thought of driving in NYC during rush hour doesn't exactly thrill me (or perhaps, au contraire, it's too thrilling an experience). Taking the train from University Avenue in Westwood directly to Penn Station sounded more appealing. I had taken the Amtrak Acela "Express" train once before on a business trip. It is overpriced, reasonably comfortable, and *slow*. Anyone who has traveled by train in Europe or Japan will have great difficulty comprehending how an over four hour travel time from Boston to NYC can be called express. But, as the busman used to say, I'll be leaving the driving to them.

I had taken the Amtrak Acela "Express" train once before on a business trip. It is overpriced, reasonably comfortable, and slow.

When we arrived at the station on Friday morning, we had plenty of company. As far as I could tell, the train was almost full. Who knows how many passengers would take the train if the travel time were two and a half hours? We managed to find two seats together and started off. The Acela was a little seedier than I remembered, but not too bad. It's a bit roomier than an airplane (at least in my accustomed coach class), and I find the clickety-clack of the rails pleasant. That restful clickety-clack probably meant that the roadbed used old-fashioned, unwelded rails. No wonder it's so slow. Lunch was expensive, tasteless deli sandwiches. Possibly worse than airplane food. Anyhow, we arrived at Penn Station pretty relaxed and on schedule.

New York was at least as big and dense as I had remembered. We hailed a cab and rode down to our hotel in the Gramercy Park area, just north of the Village. When I was trying to find a hotel near the dance venues in the Village, I seemed to have two choices: too cheap and too expensive.

Being a frugal New Englander, \$500 a night was not an option. We went cheap, and stayed at the Hotel 17 for \$120 a night. Besides, the New York Times review said it was clean! As we exited the cab in front of the hotel, there was an old lady at the top of the short but steep stairway from the street to the hotel entrance, trying to negotiate her walker down to street level. She declined our help, while muttering numerous complaints in an unmistakable New York accent about the hotel and code violations. Although she was clearly a crazy lady from central casting, I was more than a little apprehensive about our choice of a hotel. After checking in the narrow, cluttered lobby, we rode an old-fashioned elevator to our floor and viewed our room. Fortunately, the Times was accurate; the room was small, had a great view of the airshaft, but was clean. And, unlike most of the singles, our double had its own bath!

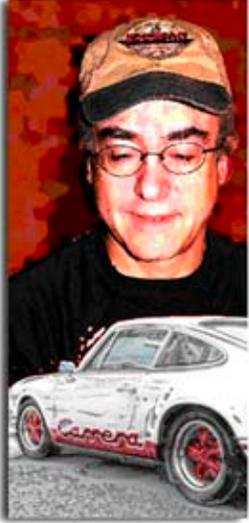
Although the Hotel 17 has no 'amenities,' like restaurants (let alone a health club), that's not really a problem in the Big Apple. Within a short walk, there was a decent Thai restaurant, a very nice Italian restaurant, a great 24-hour diner for breakfast, convenience stores, delis, laundries, newsstands, you name it. I guess I'm not used to the big city. Since it was still wintry, we took another cab to the Village. It is still at least as charming, chaotic and lively on a weekend evening as it was 30 years ago. Still full of students, bars, clubs and nightlife. The Friday night dance was on Sullivan Street, near Bleecker Street, and had a great band and a good turnout. The big news on Saturday was that the nearby KFC/Taco Bell had been closed by the health department. A huge pack of rats had moved in. This made for great pictures in the newspapers. I was tempted to try to find it. I wanted to see if there were more rats or more newsmen and photographers. A real New York moment. We enjoyed the rest of our weekend: lots of classes, more dances; we even got to the Neue Gallerie, a new museum of Austrian Secessionist art (c. 1900) founded by Ronald Lauder.

On Sunday evening, it was time to cab back to Penn Station. We were too late for the last Acela, but the regional train I had booked only took about 20 minutes longer to reach University Avenue than the supposedly high-speed Acela. We were to learn, however, that you can never under-

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Tail Wagging

Ron Mann



Despite my personal propensity to politically pontificate, I shall resist any further inclination to intelligently illuminate those ignorant in the interesting idiosyncrasies of the Internet, which is a notion born of nature, nay necessity, given all the nattering nabobs of negativism heaped upon my most recent column. Ha!

So perhaps either I was a bit too subtle in making my primary point last month or I'm simply dumb as a box of nails in interpreting the rather raucous responses. Whatever. My primary intention was to determine if anyone was actually as enthusiastic as I about the potential for applying burgeoning Web 2.0 principles to the new porschenet.com web site revamp. Indeed, many people seemed to be quite revved up over the article, assuming, of course, that threats of mob lynching are taken as evidence of enthusiasm. The nature of the communiqués conveyed to me as a result of last month's column have convinced me that there's no point in further attempting to pound home an alternate vision of the future,

Where most these days consider the labels "hippie" or "liberal" terms of derision, I'm particularly proud to aspire to be both.

it's time to simply roll up the sleeves and start to make pieces of it happen. Perhaps, he muses, indeed, showing is better than telling. To that end, I shall try to limit my remarks this month, as there is an awful lot to learn and do and so little time to actually spend on it. And, clearly, whatever is to be accomplished will have to be exceedingly well executed, particularly as this is a very tough crowd and I hate wearing neckties. But, of course, I do so enjoy hearing myself type each month, so, before I close, I'll try to delve into a bit of my motivation for taking on the task at hand.

Where most these days consider the labels 'hippie' or 'liberal' terms of derision, I'm particularly proud to aspire to be both. I still dream of a better world, free of violence, bathed in cooperation, where self-interest finishes the race a close second to concern for others. To be liberal, to be open-minded, accepting the legitimate points of view of others and being intolerant of intolerance is something I strive to achieve. To my mind, this is not aligning myself with the over-hyped, much-

maligned media event that was the sixties, rather it is a strong belief that, had those who preceded us not adhered to these beliefs, none of us would be here today.

I do not make this assertion without some evidence or rational backing thought. Recent developments in human genomics have yielded the strong supposition that all of us, black, white, brown or red, are descended from but a few common ancestors, possibly as few as several hundred unique individuals residing in close proximity in Africa many thousands of years ago. I wonder if we can possibly imagine scaling the politics and suspicion rife in our current world down to that size and still expect that the whole of humanity would have any hope of surviving. If, all those years ago, early mankind had been comprised of two Americans, a Brazilian, a Chilean, a Bolivian, a Muscovite, half a Montrealer, nine Chinese each from a different province, two Sunnis, a single Sufi, a Kurd, a Turk, a Christian, a Jew, a Lebanese Palestinian and a math whiz from Bangalore, would there be anyone left in the here and now to speculate over the archaeological evidence, or would ants rule the planet?

Regardless, so far it would seem we've remained smart enough not to simply slaughter each other over differences in ideology or appearance.

Indeed, given all our political, ethnic and religious diversity, it would seem that all this potential is still derived straight out of an extraordinarily small genetic pool of the primordial Homo sapiens. We cannot escape those who made us; we are still they. Given the millions of species extant on the planet at that time, that such a small and fragile group of like organisms could have become so successful, so dominant in such a short span of geologic time, must be due to in large measure to our inherent character, for certainly there are only a few percentage points to distinguish our DNA sequence from that of other primates. Opposable thumbs notwithstanding, I'd suppose that the fact we are still here is a testament to those early humans' ability to fashion a social fabric, their ability to act as one and not simply as a set of disparate individuals. If you believe at all in evolutionary theory, it must then follow that this behavior—to cooperate, to build social order, to rely on others and contribute ones own value in the quest for survival—is an impor-

tant piece of our genetically mandated recipe for success.

Given the variety of challenges Gaia now devises for us, I suspect that if our species is to remain relevant, there are any number of mandates that require us to think deep and hard and to do so ever more collectively. Certainly, we shall likely always require leadership to help create order, but history seems clear on the catastrophes that can befall us if we lazily cede our personal social responsibility. When we allow events to extinguish the relevance of individual voices in favor of the mantras of a single authority, we court disaster. Think Hitler or Stalin. To avoid such calamity, we need to continuously retrace and reexamine our steps, looking equally to the lessons of the past, the tools of the present and the promise of the future. Perhaps it's not the most efficient method for progress, listening and allowing all to participate, but it is the safest. The tightrope we need to traverse is stretched between the opposite poles of individual freedom and societal good. To successfully negotiate it requires us, much as our most ancient of relatives, to function as a group. In that, we can achieve far more than any set of individuals could, left solely to their own

devices.

Now, I'm not so naïve or self-important as to believe that building a stronger sense of community, web-based or otherwise, amongst us Nor'eastern PCAers will have even the slightest effect on the outcome of Middle-Eastern tensions, the abuse of drugs, global warming or preventing the spread of Avian flu. But, I do believe that small experiments such as ours can slowly influence behavior in a positive way. And, given the depths of my convictions, the time has come for me to get up off my ass and help make it happen.

So I've begun messing about here in my home test environment by applying real, existing, open source, free software on top of the excellent work done by Matt & Co. on the new website. The first down payment has already been made in the form of the new Mart, which went live this past weekend. Among other features, each ad can be accompanied by up to three color photos. It's open to all, free as always, and will receive some further refinements in the near future.

Beyond this, as to what I'm currently up to, I'll offer you no specifics. This tactic, although Nixonian in nature, is necessary,

continued on page 39

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Calendar At A Glance

April

14 Tech Session Hosted By
EPE
28-29 New England Ramble To
The Equinox Hotel

May

6 NER Autocross School @NHIS
7 NER Driver Education @NHIS
12 A Visit To Heliops
19-20 Zone 1 Concours
d'Elegance & Rally @
Newport, RI

June

1-3 Zone 1 Club Race @
Watkins Glen
2 AutoX #1 @ Fort Devens
3 A Little Sunday Tour
9 The Annual Auction Returns
22-24 Zone 1 48 Hrs @ Watkins
Glen Driver Education

July

9 - 11 NER Driver Education @
Mont Tremblant
14 AutoX #2 @ Fort Devens
25-26 NER Driver Education @
Watkins Glen

August

11 AutoX #3 @ Fort Devens
17-19 NER Driver Education @
Mosport

September

6 NER Driver Education @NHIS
8 PorscheFest Concours
d'Elegance @ Larz Anderson
Auto Museum
8 AutoX #4 @ Fort Devens

October

6 AutoX #5 @ Fort Devens
6-7 Zone 1 Autocross @
Hosted By Finger Lakes Region

November

December

1 Annual Dinner

Tech Topics: Up-Tweaking Der Porsche - A Meeting At EPE Saturday, April 14 @10:00 AM

It's been more than a year since NER has offered a Technical Topics meeting. Spring should be in the air, and the driving season will have started. It's certainly time to join fellow Porsche aficionados and discuss the fine points of setting up your machine. Tech Topic meetings are interactive. Yes, we make sure that there is a bona fide expert on the topic to lead the meeting (in this case, the redoubtable Jerry Pellegrino), but all of us usually have some experiences and thoughts to add to the discussion.

For this meeting, we will explore how you can customize and optimize your Porsche for use on the street, and for autocross and Driver Education. Although Porsches are great to drive right off your favorite dealer's floor, their set up is a compromise to suit many tastes and driving styles. Without any extreme makeovers, what can you do to the suspension, brakes, and engine to let your car express more of you? What are camber, caster & toe-in? What is corner balancing? How do these affect handling on the track and back on the street? What kind of brake pads or rotors should you use? What modifications are available for your engine, and how much horsepower can you really expect to gain?

Our host for this Tech Topics meeting is Jerry Pellegrino of European Performance Engineering in Natick, a long established Porsche specialist shop and one of the most active sponsors of NER club activities. EPE has been building and servicing Porsche club racing cars for years, and they are extremely knowledgeable about all aspects of car preparation. They also service plenty of street Porsches; this meeting isn't just for the racers. So, if you're at all curious about how you can tweak your Porsche, come join us. If you have any questions on specific related topics you would like to see covered, by all means e-mail them to me (Win Perry) at wperry@winbro.com and I will make sure they get to EPE.

Plan to arrive at 10:00 AM. As always, NER will provide coffee and munchies to wake you up and quiet that growling stomach. The meeting should be over by around 12:00 noon. See you there.

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

Directions:

European Performance Engineering, Inc. is located at 10 Cochituate Street in Natick, MA 01760. Telephone: 508-651-1316

From I-95/Route 128: take Exit 20 West onto Route 9. Take Route 9 West to Route 27 South in Natick. Continue on Route 27 South about 1 mile. Turn right onto Cochituate Street (before the Sunoco gas station). Drive over the bridge. EPE is the first building on your left (at the corner of Cochituate and Spring Streets).

From the Mass Pike: take Exit 13 (Natick), Route 30 heading east. Take the first right onto Speen Street. From Speen Street, take Route 9 East to Route 27 South. Continue on Route 27 South about 1 mile. Turn right onto Cochituate Street (before the Sunoco gas station). Drive over the bridge. EPE is the first building on your left (at the corner of Cochituate and Spring Streets). □



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NER Novice Autocross & Driver Education School

Sunday, May 6th @ NHIS

Attention new members, and driver education and autocross novices, you are cordially invited to participate in the region's autocross school scheduled for Sunday, May 6th. Sponsored by Conway Autoworks of Scituate, this year's school will be held on a large paved parking lot at New Hampshire International Speedway in Loudon, NH. Participation in the school is limited to first time driver education and autocross participants, and those beginners in both who've participated for less than one full season. This is a unique opportunity to practice the basic set of driver skills that form the basis of all high performance driving. And this year, if your so inclined, the very next day NER will be holding its first driver education event of the season, right next door at the race track, so you'll get a chance to take your new found knowledge straight onto the track.



If you've never autocrossed or driven on a race track before, perhaps you've wondered what everyone's so excited about.

Well, an autocross event involves driving your car through a timed lap of a "track" that is prescribed by the use of traffic cones. In a typical competitive event you will have six or seven attempts on the course that will each take about one and one-half minutes to complete. The goal is to drive the course as quickly as you can without hitting any cones (each misplaced cone adds two seconds to your time), or missing any "gates." Your best run of the day is the one that counts. Competitors are grouped into 15 classes based on the Porsche model they drive. The events are competitive and friendly, anyone, regardless of previous driving experience, should feel very comfortable. Competing in an autocross is an extremely safe activity, both for you and your car.

Our driver education events are held on race tracks throughout the Northeast, during which you'll learn high performance driving skills in a safe controlled environment. Instructors will ride with you to teach you the basics of safe car control at speed.

We'll start the day with "chalk talks" that will cover basic concepts that you'll be learning in exercises during the balance of the day. You'll cycle through a skid-pad exercise, a braking exercise, a slalom exercise, ending with multiple runs on a shortened course. Throughout the day experience instructors will be at your side to provide valuable coaching and feedback.

To participate you need to be a PCA member and your Porsche must pass a simple technical safety inspection. There are no special requirements beyond normal street safety equipment. Your Porsche should have no fluid leaks, a properly sealing gas cap, a securely mounted battery, and a sound suspension. You will need a helmet with a Snell 2000 or newer rating (a limited number of leaner helmets will be available).

Preregistration is required to participate in this event. The cost will be \$25/person. The event is open to members, affiliates and family members over the age of 18. For further information, please contact Steve Ross at slr944@aol.com or Ron Mann at rjmann@yahoo.com.

Call For Instructors

We need instructors for the school. If you're an experienced autocrosser or DE instructor and are willing to help out contact either of the above individuals. Don't wait; please sign up early as your participation will enable more students to be enrolled.

NER Driver Education & Autocross School Pre-Registration - Deadline To Register is May 3rd

Entrant: _____ Co-Entrant: _____

Address: _____

City / State / Zip: _____

Phone (eve): _____ email: _____

Cost \$25/person - Checks payable to NER/PCA
Mail to: Don Wolcott, 5 Nicholson ST, Marblehead, MA 01945





2007 NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE INTERNATIONAL SPEEDWAY



Generously Sponsored by



Registration Opens March 1, 2007

It's finally here! The weather the opportunity... the season! Wrap up those winter fixer-upper projects, those secret upgrades, those finger numbing evenings and Saturday afternoons in the cold garage plotting that advantage you'll have over the rest of your run group. It's time to get out and see what the winter has provided.

First up is NHIS, our home away from home just north of our Massachusetts border in Loudon, NH. Costs are as follows:

Green and Yellow Group Students	\$160
Signed off Students	\$145
Instructors	\$70

Sign up now to insure a spot. Drivers are always anxious to get their motors runnin' first thing in the season opener.

NHIS is an easy hour north of Boston and is the site of many televised races, including Nextel Cup. What is not usually shown on TV is their 1.6 mile road course with 12 turns and some nice elevation changes making for a good learning environment for Novices and challenging for the more advanced drivers. Garages are available for rent on an assigned, first come basis for \$25. Reserve garage space with your check to the Registrar in advance. Instructors will get a garage gratis... but you must request one when registering.

Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is legible on your registration.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or 508-529-6127 before 8 PM.

Event questions? Contact Laurie Jitts, Track Chair at laurence.jitts@verizon.net or 617-642-6324 before 8 PM.



You Think You're Fast: These Babies Really Fly & So Can You Saturday, May 12th @9:00 AM (Rain Date May 13th) - A Visit To Heliops

Lightweight aluminum frame, turns on a dime, cruises easily at 130 mph. This sounds like some new sports car, but broaden your horizons and join NER while we check out the helicopters at Heliops in Plymouth. Our host will be NER member Wes Verkaart who is a commercial helicopter pilot and a principal at Heliops.

Conveniently located at Plymouth Municipal Airport, which, unlike Logan, is small, accessible, and has plenty of free parking, Heliops uses three different models of helicopter.

- The Bell 47 is probably one of the best-known helicopter designs ever conceived and was built in a myriad of variations from 1946 through 1974. Nearly all had a flat six air-cooled piston engine (sound familiar ?) and some were turbocharged.
- The Eurocopter EC120B is a "new generation" jet helicopter which uses composite materials in its construction and has computerized flight and monitoring systems, hydraulic assisted flight controls, and comfort features like air conditioning. The EC120B is one of the quietest helicopters in the world and has been selected by the US Border Patrol.
- The Schweizer 300CB is a well proven training helicopter first used by the US Army as their primary trainer from 1964 through 1988. Today it is in use by private flight training schools worldwide.

If you've ever had any interest in helicopters, here is your opportunity climb in or crawl over one, not to mention talking with a mechanic or pilot. Our PCA meeting will likely be short, adjourning by 10:30 AM.

But There's Much More: After we're done with our monthly meeting, Wes & Heliops will host an event providing an opportunity for a brief (approximately) 8 - 10 minute ride around Plymouth in a Eurocopter for a very reasonable cost of \$50. For the even more adventurous, you can schedule a 20-minute lesson in a Schweizer with a flight instructor, where you can take the controls and fly it yourself. The cost of this experience: \$99. Less than the price of a good dinner for two!

If you want a ride or a flying lesson, you must arrange this directly with Heliops: For participants interested in a helicopter ride, Wes is happy to accept your reservation without prepayment. (You can pay at the airport by cash, check or major credit card.) Contact Wes by email at heliops@verizon.net or call him on his cell phone at 617-571-6117. Those who want a flying lesson must also contact Wes for a reservation. In addition, prepayment checks of \$99 per lesson should be made out to Heliops LLC and mailed to Heliops LLC, 226 South Meadow Road, Plymouth, MA 02360. Checks should be received by May 4. Don't forget to bring a valid photo ID (drivers license or passport) with you. Capacity may be limited, especially for the lessons, so if you want this experience, sign up early. Lessons will be in the Schweizer aircraft. Those taking rides or lessons will need to sign Heliops' Liability Waivers.

Flying is a more weather dependent activity than most of our visits. Since NER's meeting is coordinated with the Heliops flying event, we must ask for pre-registration. If you plan to attend, please email Win Perry at wperry@winbro.com. If you can't email, call or leave a message with a call back number at 781-933-5300 x 104. This way, if the weather is unsuitable, with heavy precipitation or high winds, we can notify members of a cancellation (or switch to our "rain" date of Sunday, May 13) on the previous Friday May 11.

Directions:

Heliops LLC, 226 South Meadow Road, Plymouth, MA 02360; Wes' Cell phone 617-571-6117 Base Telephone 781-934-7079

Coming from the North (or Boston): Take Route 3 South to Exit 6B (Samoset Street West toward Carver). Follow Samoset Street West approximately 1/3 mile. At the second set of traffic lights, turn Left onto Pilgrim Hill Rd. At the top of the hill, the road ends. Turn Right onto Summer St. Follow Summer St. approximately 2 miles. At first set of traffic lights turn right onto South Meadow Rd. Follow South Meadow Rd. approximately 2 miles to the airport. Heliops is the new brown hangar directly opposite the Citgo Station (just beyond Gate 1). Parking is directly in front of the Heliops hangar and lots more to the East, before Gate 1.

Coming from the South (or Cape Cod): Take Route 3 North to Exit 6B (Samoset Street). Follow directions from the North starting with line 2.





ZONE ONE
PORSCHE CLUB OF AMERICA
RETURN TO NEWPORT, RI

CONCOURS
D'ELEGANCE & RALLY



May 18, 19 & 20, 2007

Opulent mansions of the Gilded Age along famous Bellevue Avenue, magnificent yachts that fill the harbor and a 19th Century fort all combine to create the charm and splendor of the City by the Sea. A tour of an island countryside rich in history and the unmistakable aroma of a working clambake are awaiting those with a sense of adventure and a good appetite. The Northeast Region, along with our sponsors Inskip Auto Mall and Musante Motorsports are honored to be this year's hosts for the annual Zone 1 Concours d'Elegance and Rally in Newport, Rhode Island.

A fun, low key rally and tour through Newport County with a mainland jaunt through the back roads of southeastern New England are planned for Saturday morning the 19th. An afternoon Trolley tour of Newport with a stop at one of the mansions is on the schedule for those who enjoy a little history. Saturday evening, prepare for an Old Fashioned New England Clambake with succulent lobster and all the trimmings. Rally awards will be presented and door prizes will be drawn.

Fort Adams State Park, overlooking Newport Harbor and Narragansett Bay, is the focal point for this year's Concours site scheduled for Sunday, May 20th. Following the trophy award ceremonies, a leisurely self-guided tour along famous Ocean Drive will culminate this unforgettable weekend.

Mark your calendar now for what promises to be a fun filled weekend of Porsche activities.

Headquarters Hotel Info

Best Western, The Mainstay Inn will serve as our headquarters. Participants who wish to stay at the hotel should contact the hotel directly prior to April 18th and refer to Zone 1, Porsche Club of America when reserving a room. (2 night minimum stay)

Best Western, The Mainstay Inn

151 Admiral Kalbfus Road
Newport, RI 02840-1310
401-849-9880 Fax 401-849-4391
www.bestwestern.com
Questions? Contact **Dave Melchar**, Event Co-chair, 401-619-0964, email dmelchar@rwu.edu

Concours questions? Contact John Paterek, 973-635-5918, email paterek@aol.com

Zone 1 Rally Info

The 10th Annual Zone 1 Rally promises to take you on a scenic tour of the Newport, RI area. It will be a straightforward TSD (Time/Speed/Distance) rally designed to test your ability to drive and navigate, follow instructions and make simple calculations to win a trophy. The Rally will be about 2 hours long and is designed with both Novices and Experienced rallyers in mind.

'Unequipped Only' means that simple hand-held calculators with single memory function only are allowed, and stock odometers. Paved roads only. You will be able to concours the next day. Rally registration opens at the Headquarters hotel at 10:30 AM on Sat, a novice school at 11:00 & first car off at 12:31. Lots more info, including General Instructions will be sent to you when you register. For more info call **Bob Michaelson** at 973-492-2014 between 7 and 10 PM or email cupcar@optonline.net

Registration Form

Concours d'Elegance - Rally - Clambake - Trolley/Mansion Tour

People Info

Concours Entrant or Rally Driver _____

Phone _____ Region _____

Concours Co-entrant or Rally Navigator _____

Phone _____ Region _____

Entrant/Driver Address _____

City _____ State _____ Zip _____

email _____

Car Info

Model _____ Year _____ Color _____

License Plate _____

Pricing Info

Check one: Concours Only - \$30 per car (\$40 after May 4th)
 Rally Only - \$30 per car (\$40 after May 4th)
 Concours & Rally combo - \$45 per car (\$60 after May 4th)

Check all that apply:

- Clambake - \$50 per person (\$60 after May 4th)
- Lobster / Steamers
- Alternate meal Chicken Steak Vegetarian
- Trolley Tour of Newport and Mansion Tour - \$30 per person

We are entering these events:

Check all that apply:

- Concour**
 - Full
 - People's Choice
- Rally** (Unequipped Only)
 - Experienced (5 or more Rallys)
 - Novice (fewer than 5 Rallys)

Summary and Totals

#	Items	\$\$
	Concours fee	
	Rally fee	
	Concours/Rally/Combo fee	
	Clambake dinners	
	Trolley/Mansion tours	
Please make checks payable to: PCA, Zone 1		TOTAL

Mail checks and Registration Form to: **Donald Wolcott, Registrar**, 5 Nicholson Street, Marblehead, MA 01945
Contact Donald evenings at 781-631-4157 or by email at djwolcott@comcast.net



NER Opens The Autocross Season Saturday, June 2nd @ Fort Devens

The Northeast Region will be kicking off it's 2007 season of autocrossing on June 2nd (a Saturday) at the spacious Moore Airfield on the former Fort Devens. All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche or one Other classES, created to maximize competition and let you enjoy your Porsche the way it was designed to be used. In addition to the thrill of competing with others in as many as 8 individually timed runs you will be eligible for awards. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size.

Our sponsor for this event is Mike's Autobody in Malden, owned and operated by long time member Mike Noonan. Mike's provides full service for Porsche and other fine European marques specializing in body repair whether caused by accidents or wear and tear. The personalized and professional service provided by Mike and his staff have satisfied clients for years and have helped his business earn its fine reputation amongst club members.

New this year, we will offer preregistration via the web for those wishing to enter the entire series(see the *NOR'EASTER* both in paper form and on the web page), as well as letting new competitors the opportunity to provide the personal and car information in advance in order to speed up their registration experience at the site.

Plan to arrive in plenty of time to allow registration, tech inspection and course walk through before the driver's meeting, see the schedule on the autocross web page (at www.porschenet.com). Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event.

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. 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 four of the five events. 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.

We look forward to seeing you at this first event and if you have any question concerning the event feel free to contact Steve Ross at SLR944@AOL.COM.

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. □

Spring Tour To Nancy's Airfield Cafe Sunday, June 3rd

On Sunday, June 3, Charlie and Martha Dow have set up a tour of twisty west-of-Boston back roads, leading to Nancy's Airfield Cafe at the Stow Airport.

We can socialize, watch little planes land and take off and enjoy a lunch of cafe specialties recommended by the Phantom Gourmet and flavored with herbs grown in Nancy's garden.

The tour will start at the Sudbury Farms Plaza on Route 20 in Sudbury MA. Plan to arrive about 10:30 for the drivers meeting. The first car will be off at 11:00 and we will arrive at the airport about 12:30 Of course you want to come, so send an e-mail to crd968@Verizon.net or call 978-443-2672 a week or so before the event so we can inform the restaurant of our numbers. Here's hoping for good flying weather. □

NER Brings Back The Ever Popular Annual Auction Saturday, June 9th At The Larz Anderson Auto Museum

You've been accumulating Porsche related stuff for years, on the assumption that surely you'd find a use for most of those items. Slowly, however, you've come to the realization that you really should get rid of some things in your collection. You've thought about advertising some of those items on E-bay, but don't want to hassle with shipping car parts to California!

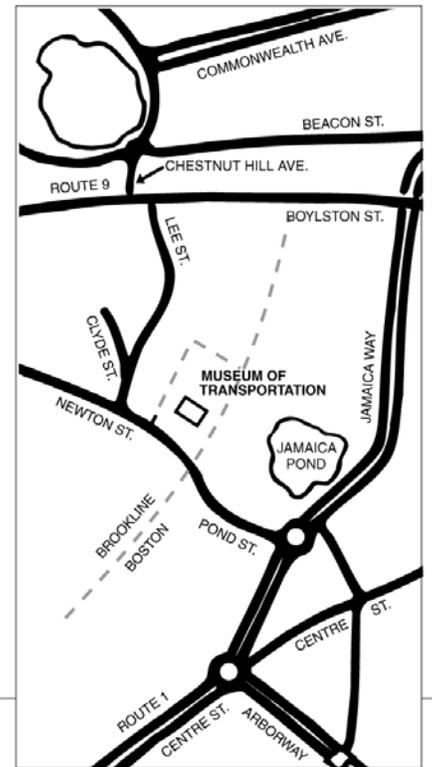
Fortunately there is an alternative, and that's to bring those treasures packed away in your garage, basement or attic to NER's Annual Auction event scheduled for June 9th at the Larz Anderson Museum of Transportation in Brookline, MA, starting at 6:00 PM.

We'll start the event with a pre auction social hour (complete with light refreshments and a cash bar), during which time sellers can display their items and prospective buyers can plot their auction strategy.

We've arranged for NER's own premier auctioneer Tom Tate, to assist sellers in extracting the most possible cash from prospective buyers. Of course Tom will also assist buyers in getting the best possible deal – a balancing act only Tom can accomplish. We'll keep the auction going till the last item is sold (unless of course it's something nobody is willing to purchase!), or till Tom ceases to be funny!

So start reviewing your inventory of possible sale items stored in your garage or basement, maybe use the "Clean Sweep" approach for determining whether you should explore parting with that rare part (if you haven't seen it or used it for months, you don't need it!). Items that have been popular auction items in the past include clothing, posters, framed art work, Porsche books, wheels, brake parts, tools, manuals, model cars, and occasionally tires. Just remember no one is likely to part with big money at this event, so don't plan on selling or buying a Porsche via the auction route – we're not Barrett-Jackson!

Questions: Contact Win Perry at wperry@winbro.com. If you can't email, call or leave a message with a call back number at 781-933-5300 x 104. □



German Car Day @ Larz Anderson Auto Museum Sunday, June 17th

Attention all Northeast Region Porsche Club Owners, come join us at the annual German Car day presented by the folks at the Larz Anderson Auto Museum. This year to be held on June 17th, arrivals start at 9am (with guaranteed good weather!). As in past years we hope to see nearly 100 Porsches (providing the largest German car contingent) plus many other popular marques such as Mercedes Benz, BMW, Audi, and VW, plus the rarer brands such as Opel, Capri, DKW, Messersmidt, and a host of others.

This is a fun relaxing day, no need to do any super cleaning as the judging is People's Choice and although a clean car is nice, the judging is by the spectators as to their likes. So you get to sit around (bring some lawn chairs) and wander the field taking in the glorious collection of fine German machinery and socialize with all the like-minded enthusiasts whether they are Porsche owners or not. By the way the museum does allow leashed pets. Trophies are distributed by marque and go at least three deep in each division.

In addition you can tour the museum and check out the gift shop's many automobile oriented books, models, car badges etc. There is a nominal entry fee to show your Porsche and no reservations are necessary. This will serve as an excellent tune up for our September PorscheFest to be held at the same location, where more complete judging, of cleanliness, will be done.

For questions feel free to contact Steve Ross at slr944@aol.com □

2007 - DRIVER EDUCATION 2007 - DR

TREMBLANT NEW HAMPSHIRE INTERNATIONAL SPEEDWAY . MONT TREMBLANT . WATKINS



2007 Driver Education Schedule

May 7: NHIS – Novice driving school and full DE
July 9, 10, 11: Mont Tremblant
July 13, 14, 15: Calabogie w/Upper Canada
July 25 - 26 Watkins Glen International
August 17, 18, 19: Mosport
September 6: NHIS
September 24, 25: Watkins Glen w/NNJR

NER Driver Education Program

Important Changes Effective for 2007

5 or 6 point harnesses (if installed) must be used in conjunction with a "racing seat" equipped with manufacturer-installed openings to accommodate the shoulder, lap and sub-belts: no add-on or "home modifications" will be accepted. See the section "Technical Inspection" on the "Drivers Education" section of NER's website – www.porschenet.com for full information

In the same section you will find a link to NER's Tech Form – http://www.porschenet.com/images/PDF_Files/techform.pdf

This is the only form to be used for pre-track technical inspection.

NO OTHERS WILL BE ACCEPTED.

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

Drivers typically get four 20-30-minute driving sessions/day.

First time NER students should review the NER Driver Education Manual accessible on NER's website www.porschenet.com by clicking on the "Drivers Education" link, followed by the "On the track" link, followed by the "Student Manual" link.

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!)

For the first time, beginning in 2007, DE event applicants will be able to register online. To access the online registration go to our web site (www.porschenet.com) and click on the "Driver Education" link, click on the "Registration Info" link and then click on the words "register online" contained in the first sentence. This will take you to a web site titled "ClubRegistration.net". Club Registration is a third party provider that will enable online registration and electronic payment for all NER events. This service will be fully functional by March 1st.

Alternately, although we would much prefer you used our electronic application, you may still use the Universal Registration Form on the following page. To do so, please copy the form, fill it out and send it with your check to the Registrar no sooner than March 1st.

Acceptance is confirmed on a first-come/first-serve basis when payment is received and is based on the payment date. No payments may be made before March 1.

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.

Anyone admitted by special exception pays a \$1000 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 Laurie Jitts, Track Chair (laurence.jitts@verizon.net. Messages from the Chief Driving Instructor 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

There is no refund for cancellation two weeks or less prior to the event.

Any refund is at the discretion of the registrar and will be made only if space can be filled from the appropriate run group waiting list.

There is no refund for a stopped event once cars has been on the track.

There is 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 within a month after the event in question.

Instructor Details

Instructors may register for any event in advance of registration opening dates. To do so however will require using the Universal registration Form in the following pages. You could register for the entire season right now by copying the form, filling it out and sending it with your check to the Registrar.

Instructors who sign up for a complete event and whose checks (or electronic payments) are received at least five (5) weeks prior to the event are eligible to pay the deeply discounted "instructor" fee and are entered in a drawing for a free event.

Any entries received less than five weeks prior to the event will be required to pay the full "signed off" rate.

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

See the section "Technical Inspection" on the "Drivers Education" section of NER's website (www.porschenet.com) for full information on vehicle requirements.

Some of the key requirements include:

5 or 6 point harnesses (if installed) must be used in conjunction with a "racing seat" equipped 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 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 paragraph.

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 long pants. No synthetic materials.

continued on page 22

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

Technical Inspection

See the section "Technical Inspection" on the "Drivers Education" section of NER's website (www.porschenet.com) for full information. In this section you will find a link to NER's Tech Form -http://www.porschenet.com/images/PDF_Files/techform.pdf.

This is the only form to be used for pre-track technical inspection.

NO OTHERS WILL BE ACCEPTED.

Everyone should review the Technical Inspection Regulations available on the website. Upon acceptance to an event you should download the Tech Form, located an NER tech inspector (also listed on the website) and have your car inspected.

The list of NER-approved pre-tech inspectors are available in the Driver Education section of our web site.

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.

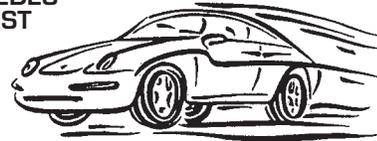
If you are already an instructor with another region, contact Steve Artick, Chief Driving Instructor, at ChifInst@PorscheNet.com.

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 2007

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

	'06	'05	'04	Prior
NHIS				
Lime Rock				
Watkins Glen				
Mont Tremblant				
Summit Point				
Pocono				
Mosport				

	'06	'05	'04	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
May 7 - NHIS #1	March 1	April 2	April 22
July 9-11 - Mont Tremblant #1	March 1	June 3	June 24
July 13-15 - Calabogie w/UCR	TBA	TBA	TBA
July 25-26 - Watkins Glen	March 1	June 19	July 10
Aug 17-19 - Mosport	March 1	July 12	August 2
Sept 6 - NHIS	March 1	August 1	August 22
Sept 24-25 - Watkins Glen w/NNJR	TBA	TBA	TBA

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

** Fees: Per event - NHIS #1 & #2 Student \$160, Signed off \$145, Instructors \$70; Watkins Glen: Students \$320, Signed off \$290, Instructors \$140. LCMT & Mosport: Students \$480, Signed off \$435, Instructor \$210. Calabogie & Sept Watkins Glen costs TBA.

* Instructor rates only apply to payments received five weeks or more before the event.

2007 NER Autocross Series Pre-Registration

Below is the list the events for the upcoming season take a look and check your calendars. If you see that you can fit these into your schedule then it makes sense to pre-register for the entire season. Also, to sweeten the deal; if you pre-register you'll get all 5 NER events for just \$120. The alternative is to pay \$30 (NER member) or \$35 (NER non-member) at each event for a total of \$150 or \$175. Also, the line at the registration desk is shorter so you can get that extra walk around the course. Not a bad deal.

Event	Day	Date	Sponsor
1	Saturday	June 2	Mike's Autobody
2	Saturday	July 14	Autobahn Performance Engineering
3	Saturday	August 11	Firefly Restaurant
4	Saturday	September 8	Ira Porsche
5	Saturday	October 6	TBA

All of the events will again be held at Devens, at the old airfield, a great site. All participants should be aware of the Autocross Series Rules, which are printed elsewhere in this issue. Noise is carefully monitored at our events be aware of the following:

1. All cars participating must be muffled.
2. As there are different ways of muffling an engine a static test during tech will be performed on all cars.
3. Perimeter checks of sound levels during the event will be taken and recorded.
4. The Autocross committee reserves the right to prohibit any car that exhibits excessive noise during the event from participating.

The eligibility rules are not changing and are still carefully enforced (in other words, bring your membership cards!). As a reminder, here is who can participate:

- A member or affiliate driving a Porsche or other make.
- A non-member who owns and drives their Porsche.

We would also like to bring your attention to the PCA Junior Participation Program which we will honor at the Autocross events. That means your children who are fully licensed, unrestricted drivers, have filled out the appropriate permission forms (these can be downloaded from the region's website or the PCA.org site) and are accompanied by you may participate.

We hope every one is looking forward to an exciting year. If you have any questions, please contact Steve Ross via e-mail at slr944@aol.com, (508)653-1695 (evenings).

2007 NER Autocross Series Pre-Registration - Deadline May 26th PCA Member: Yes or No?

Entrant: _____ Co-Entrant: _____

Address: _____ City / State / Zip: _____

Auto: Make / Model / Year / Color: _____

Email: _____ Phone (eve): _____

Series Class (see rules elsewhere for class information: _____)

Please enclose check payable to: NER/PCA for \$____/driver for the series
Mail to: Don Wolcott, 5 Nicholson St, Marblehead, MA 01945

Car # Requested

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Zone 1 - Porsche Club of America

Driver Education Registration Form

33rd Annual 48 Hours of Watkins Glen

June 22-24, 2007

Registration Period: Applications must be postmarked **no earlier than April 17**. Closes May 30.

Registration Fee: \$200 per driver, payable to "Zone 1 PCA".

Registrar: **Zone 1 PCA**
PO Box 9
Ulster Park, NY 12487
Questions? (845) 364-4173 / georgeb@944ecology.com

Requirements: Valid driver's license and a current PCA card. Porsches only. Minimum age 18. Securely mounted fire extinguisher. Snell M2000, SA2000, M2005 or SA2005 helmet. Tech inspection prior to coming to the track. All Canadian entrants must use Canadian money orders payable in U.S. funds. **Each driver must fill out a separate registration form.**

Restrictions: Registration will be limited. Maximum of two drivers per car. Organizers retain the right to refuse entry. This is not a timed event. **Garage spaces will be assigned to individuals based on registrations received by May 1 and region allocations.**

Instructors: Track will be open Friday, June 22, for Instructor Day. Instructors will be advised of details by separate notification. All other entrants are welcome to come to the track to observe only.

Refunds: If registrar is notified by June 1. "No Shows" will not receive a refund.

<i>Driver Information:</i>	<i>Car/Experience Information:</i>
Last Name:	Co-Driver of Same Car:
First Name:	Year/Model/Color:
Street:	HP:
City:	Years driving this Porsche:
State, Postal Code:	# PCA Driver Education Days since 2001:
Home Phone:	# of PCA days at Watkins Glen since 2001:
Work Phone:	Novice/Inter/Adv/Reg Inst./Nat'l Inst.
PCA Region:	If Instructor, which PCA regions:
Email address:	
Requested Car Number:	
<i>Emergency Information:</i>	
Person to Contact:	Name(s) of Guest(s):
Address:	
At Track? Phone:	
Physician:	
Phone:	

I hereby certify that I have no mental or physical problems which may jeopardize myself or others during my participation in this event.

Signature _____

Date _____



2007 NER DRIVERS EDUCATION EVENT



3 DAY SUMMERFEST AND DE ENDURO MT. TREMBLANT

July 9, 10 & 11, 2007

Registration Opens March 1, 2007

Smack dab in the middle of the International Blues Festival! The Northeast Region returns to Canada for our 3-day Summerfest and DE Enduro at Le Circuit Mont-Tremblant. For those who have never been there, LCMT is a world-class, 2.65 mile track set in the heart of the lovely Laurentians. With 15 turns and some major elevation changes, it is fun for beginners and advanced drivers alike. Many of us think Namerow, its signature corner, is a good as it gets.

This is a world-class resort area with swimming (including trackside), boating, golf, tennis, biking and jogging trails, hiking, antiquing and shopping galore. Our event will be right in the middle of the International Blues Festival that runs July 6-15. Come early and make a long weekend of it. Excellent negotiated hotel rates are extended for five days after our DE event.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart, Jackie Ickx and more recently, Didier Theys. In fact, Theys set the course record during a 2002 race in a Dallara Judd. Several years ago the track was renovated, widened and repaved, and a much safer track was created. This is your opportunity to drive one of the premier tracks in North America.

Crossing the US/CA border is easy. You must have a government issued photo ID like a driver's license or passport, and proof of insurance.

As with all of our away events, NER will hold one of its signature DE Enduros. An hour long with a mandatory pit break, this is open to our Advanced (Black) and Instructor (Red) run groups, and may be driven solo or with a co-driver. Both participants and spectators alike enjoy this part of the event.

Go to our web site, www.porschenet.com and refer to Driver Education and Registration Info. You will be guided to register online with ClubRegistration.net. Pricing as follows:

Students	\$480
Signed off Drivers	\$435
Instructors	\$210

Instructors will have special incentives provided they register early.

Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is legible on your registration.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or **508-529-6127** before 8 PM.

Event questions? Contact Laurie Jitts, Track Chair at laurence.jitts@verizon.net or **617-642-6324** before 8 PM.



CIRCUIT MONT-TREMBLANT



Your First Driver Education Event - How To Prepare

Copy By Peter Donohoe

In spite of the cold weather this weekend, we are getting very close to track season. If you just attended the recent Ground School, then you may be a first-time Driver Education (DE) participant. If so, this piece is for you. For the more experienced DE participants, it's a time when your mechanic is being driven mad by your relentless phone calls asking, "Is my car ready yet?" All to get prepared for what may become one of the most memorable experiences you'll ever have.

Many of you have attended the Ground School and are now wondering what's next, what you need before heading to the track—helmet, shoes, socks, etc.

It was May 2000. I will never forget that first DE event. I couldn't sleep for days leading. My car at the time was a red 1986 911 Turbo, freshly polished, fueled, with new brake pads, etc. Then there was 'Moi.' Was I ready for the track? If someone asked me to make a list of the things I would need in preparation for the day, I would have struggled after, "helmet."

I arrived at the track excited, early and clueless, found a total stranger who was lost, and we decided to team up as the 'lost-clueless' ones. Soon, we found the tech line and abruptly found our tech forms, found someone who told us what to do, emptied our cars, checked in, and went to our first ever DE meeting. The Experience had begun.

I had butterflies in my stomach; a familiar feeling I would have five minutes before throwing myself down an Icy Mountain in a four-man bobsled. The difference this time was that I could use my brakes on the track, I had a 'coach' or "Instructor" with me in the car, and it was NOT a competition. (Clearly, a difficult concept after two Olympic Games). In the DE meeting, I knew this was going to be a different experience—safe, fun and rewarding—and it would require my full attention.

What to take continues to be a challenge for me. Thankfully, someone has taken the time to create a detailed preparation list on the Northeast Region web site: www.porschenet.com. Getting your mind and body ready for the day is just as important as getting your car ready for the day.

When it's time, here's your preparation list. For a more detailed list, see Bill Hawe's article on our web site under Driver Education, On The Track, and What To Bring. Bill details step-by-step protocol for the day:

- Get your *car* ready
 - Oil change, new brake pads, brake fluid flush, good tires.
 - Tech. Inspection form signed and completed. Yes, completed (you don't want to be running around the pits looking for a pen).
 - Keep your completed Tech. Inspection form in your car.
 - Buy a spare set of brake pads, and take them with you to the track, just in case (better to have and not need, than to need and not have).

- Bring a helmet; one that's up to current 2007 specs. See the NER web site for details.
- Driving gloves—not necessary, but, good to have for the future.
- Fill your gas tank.
- Paper towels and window cleaner
- Tire air pressure gauge
- Wrench to tighten wheel lug nuts
- Get *you* ready:
 - Get a good night's rest the night before. Fatigue on a racetrack is not a good thing.
 - Eat a good breakfast.
 - Take lots of water with you. You'll be outdoors and excited, with adrenaline running through your veins, as well as coffee. So, dehydration will be easy. Drink water throughout the day!
 - Have a cooler with snacks. Laurie, our track chair, will be looking for sweet snacks. If Laurie doesn't get snacks, he gets cranky.
 - Check in early, at the track's Main Gate.
 - Check in again at the track pits. Look for someone with a clipboard.
 - Empty your car of loose items. CDs, phone, Fast Lane pass, bags from the trunk, etc. You don't want any loose objects flying around your car while on the track.
 - Long-sleeve cotton shirts (required if you're driving, no matter what the weather).
 - T-shirt, sweatshirt, etc. as the weather demands.
 - Long cotton pants (like blue jeans - required if you're driving).
 - Tennis shoes (not jogging shoes with their big, wide bulky soles).
 - Optional: a small folding chair.
 - A canvas bag, duffle bag, milk crate, box, etc., to hold all this stuff.

The first on-the-track DE event is our opening event at Loudon in May, called Novice Day. This will include special sessions for novices, including basic driving skill technique lessons, skid pad, extended lectures, and lots of laughter. It's always a lot of fun in a relaxed environment.

DE is a different experience for all people. It has broad appeal attracting all audiences and competencies. The only critical components are a desire and a car.

Finally, pack early. Don't make the mistake that I have by leaving the packing until the morning of the event. Pack the day before. Try not to pack the night before because, before you know it, it's 1:00 am and you are supposed to leave for the track at 5:30 am. Been there. Done that.

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From Newport To The Poconos---and Back?

Copy By Howie Finn

The Zone 1 Concours and Rally are returning to Newport this year. The last time it was held here was back in 2001 if my memory serves me correctly.

I have made several attempts at writing this piece since then and it just seems appropriate that I dust off the document and finish it, seeing how the beginning of this story is about to repeat itself.

This is an annual trip I've wanted to share with our Northeast Region for a half dozen years now. My destination this mid-October weekend (coincidentally my Birthday weekend!) was the Pocono Region's Octoberfest II.

It began when we held the Zone 1 Concours at Fort Adams in Newport RI in 2001.

My family has a house across the bridge on the island of Conanicut (also known as Jamestown). So, for me, it was a quick drive across the Newport Bridge to register in the "Peoples Choice" category and park my white 1977 911S on the grass at Fort Adams with the intention of abandoning it and wandering among the cars while enjoying a beautiful sunny weekend morning.

I was directed to park in front of the Fort next to a beautiful red Turbo that was being meticulously vacuumed out and delinted by the owners. Having no intention of cleaning anything more detailed than my wheels, I had time on my hands and struck up a conversation with them.

Their names were Bill and Charlene Shaw. They were both active in the Pocono Region but had never been to Newport. It was on a lark that they decided to pack their bags and take a ride up to join in on the festivities that weekend.

Bill told me that their region had, just the previous year, started to participate with their own concours and rally in the Shawnee Octoberfest and Hot Air Balloon Festival, which was held annually at a country club on the Delaware River. He JUST happened to have some brochures for the upcoming event only six weeks away, which he passed on to me with an invitation to "come on down."

The brochure looked and sounded interesting, so I attempted to drum up some interest among my Porsche Club friends, putting together a caravan to drive down for the event. Unfortunately (for everyone I asked), nobody could get that weekend freed up with such relatively short notice (a month!?).

Not one to be deterred by a lack of companionship, I visited my local library and took out a collection of audio books and old time radio specials to keep me company. I called AAA to order my Trip-Tiks, and started out at 3:30 on a dark Friday morning for Pennsylvania with my Dunkin Donuts coffee (I know...Porsche doesn't put cup holders in the cars, so I bunched up some towels between the seats for a holder).

I arrived at my destination, a small golf club with limited rooms but a spectacular view, around 9:30 in the morning. I was the second entrant to arrive that day and quickly made friends at the carwash and prep station with a couple driving a flawless

yellow 914. They eventually cajoled me into entering my car in the Full Concours category which I had never tried before. I held little hope of ranking considering that I just drove 500 dusty miles, though my new friends did provide me with some tips as to where the judges might be looking for dirt.

Maybe it was because I traveled farther than anyone else to get there, or because I had never been there before, but, by the time dinner rolled around, a dozen people had introduced themselves and invited me to their tables. After dinner, preparation for the Welcoming Reception began, complete with an indoor autocross on the ballroom floor using remote controlled cars and miniature orange cones. I was corralled to help design and mark the course I layout on the floor.

Saturday morning I awoke to a moderate ground fog. All the wiping I had done on the car the day before was for naught, as I did not bring a car cover with me. Everyone rallied at 7:00 in the parking lot and headed out for the drive to the fairgrounds to position the cars for the Concours at the entrance to the festival.

As the sun rose over the hills, the fog lifted and we found ourselves in a valley along the Delaware River, surrounded with gorgeous fall foliage. While the judging of the cars commenced, so did the lifting of the balloons.

We were treated to a special visual treat in that the balloons were participating in a contest of their own. As they maneuvered down the valley, they had to drop and touch down in cordoned off areas along their route, the first area being right at the end of where the concours was taking place. This made for a constant series of photo opportunities with cars and balloons mingling all morning.

As the concours judging wound down, the rally entrants had to hustle to get to the starting location for what was a spectacular two-hour ride through the foothills and foliage of the Poconos area. I was fortunate enough, being a single entrant, to be paired up as navigator in a 914. In defense of my navigating skills, I think the distraction of all the reds, yellows and oranges of the foliage being visible above with no top on the car caused sufficient diversion to place us at dead last. We pulled in to the finish point just before the Social Hour, thus preventing an APB being called in to the local constabulary due to our extended absence.

Saturday evening was dinner and awards. We were duly recognized for our perseverance with a plaque. I also received my very first Full Concours trophy for "classic" 911s! There were door prizes for everyone and raffles galore. I don't think anyone went home empty handed.

Sunday morning I packed up the car then wandered over to the Porsche Trivia Contest. With Danish and coffee in hand, I made my best guesses at some very interesting and informative questions. I seem to recall that the winner was just a lucky multiple guesser but it was all in fun anyway.

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Porsche News

Copy Provided By Porsche Cars North America

Porsche Reduces CO2 and Pollutant Emissions

ATLANTA, MARCH 6, 2007 — Stuttgart, Germany-based automobile manufacturer Dr. Ing. h.c. F. Porsche AG announced at the Geneva Auto Show that starting as early as next year all Porsche models will comply with the strict EU5 emission standards set to go into effect September 2009 and at the same time will meet the currently defined EU6 standards before their scheduled September 2014 start date.

Porsche also shared that all Porsche engines used in its current sports cars and sport-utility vehicles (SUVs) are able to run on fuel with an ethanol additive. Porsche's sports cars are designed to operate on gasoline with a 10 percent ethanol mix, while the 2008 Cayenne SUVs that now feature direct fuel injection are able to run on a fuel mixture with up to 25 percent ethanol. Porsche also is working on a Flexible Fuel Vehicle (FFV) able to run on both gasoline alone and on a mixture of up to 85 percent ethanol.

To further minimize fuel consumption and emissions, Porsche also is giving top priority to the development of a hybrid engine that the company is creating with the Volkswagen Group. This "full hybrid" combines a gasoline combustion engine with an electric motor. With this system, both power units can operate together and independently of one another, thus providing three different operating modes. The concept, which is planned for a future Cayenne SUV variant, will enter the market before the end of this decade. Porsche expects this alternative drive concept to further reduce fuel consumption by another 30 percent.

In addition to its efforts to reduce fuel consumption through the use of lightweight technology, VarioCam Plus valve management and direct fuel injection, Porsche's plans should significantly reduce CO2 emissions and nitric oxide in exhaust emissions while meeting the EU5 and EU6 standards ahead of time. □

Porsche dealer - "I got it wrong with the buy one get one free card".

Written by Jenny Shu -22 February 2007

Glen Fergusson - Sales and Marketing manager for a brand new Californian Porsche dealer, has lost his job and faces possible legal proceedings as the company strives to reclaim the costs of the 18 Porches given away free under Glen's Opening day "buy one get one free promotion" "I admit I didn't really do the numbers properly on this one" said Glen who told reporters that he had "seen the concept work really well for coffee stores" and in terms of numbers you could argue that Glen's campaign worked. As the new Porsche dealer sold 18 Porches in the first hour of the store opening. It took the head office a full hour to realize what was going on and subsequently shut the store.

Local man Bruce Stepper took out a second mortgage on his home after getting a promotional flyer in his mailbox. "I am ecstatic - I brought a shiny red Porsche today, got another one free and I have sold just sold it on EBay, all up I end up getting a Porsche 911 for \$5000"

Jane Cameron was arguably even more entrepreneurial. The local Janitor purchased a Porsche using the dealers "no deposit finance plan for low income earners", sold both cars, paid off the finance account and walked away with \$120,000 profit. The finance plan was another one of Glen's initiatives that has now been cancelled.

A red faced Glen stated "I have never really been too good at Math and I was sure the whole time we were making money - I was initially blown away by the amount of cars we were selling in that first hour. I had seen the "buy one get one free card" work extremely well for the new coffee shop down the road and thought what a great idea I will try it here."

National spokesman for the dealership chain was quoted as saying "We are just glad that the idiot didn't have time to run with his 'test drive 5 cars, get one free loyalty stamp card' campaign. □ (Ed: Can This Be Possibly True? - Note - not supplied by PCNA!)



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Driver Education Ground School Report

Copy By Ron Mann, Photos By Paul Tracey

Every year, it's the same old thing. It's Sunday, you want to sleep late, but you haul yourself out of bed, brush your teeth carelessly, grab a shirt that has some squiggly lines on the back and the name of a track on the front, hurriedly kiss the wife and kid goodbye and prepare to rush northward so as not to be late. You get to the driveway, look at the sky and try to figure out whether or not you should fire up the 911 for the first time this season. In the end, as you are headed to a BMW hangout, you decide its best to just take your trusty Mini. You crank it over, get onto the lightly populated highway and after forty odd minutes at slightly super legal speeds you find yourself in a room mostly filled with people you've never met in your life. Aside from a handful of old friends who have joined you in discharging your duty, about the only other familiar sight is the free drunken donuts you are forced to suffer. Sadly, it's far too early to find some stale pretzels and beer instead. You think, just this once as a reward for spending your day off with a roomful of strangers instead of lounging lazily at home with the Sunday Globe and Speed Channel, you'd at least get a Peet's triple latte with some chocolate biscotti. Hell, you are a VP and this is the Porsche club right?

To make matters far worse, you know you're going into a den of temptation, equipment all around, trick stuff, expensive things you just have to have. Even with free admittance, you're fully aware that as your helmet got so unbearably stinky at the end of last season, it's a near certainty attending this soiree is almost certain to cost you half a grand or more. And to top it all off, no matter what happens, you know going in that whatever anyone might say or think aloud, you've heard it all a dozen times before. Invariably, you could recite every single syllable that can or ever will be uttered throughout the course of the morning right along with whoever happened to be mouthing them at the moment. Every bloody year, its just the same old thing and you know every single word of it.

And yet, in they eagerly file, dozen upon dozen. So many of them that, as in years past, you're forced to either awkwardly lean against the back wall or park your rear in a racing seat designed solely for child prodigies or those few adults who have failed to amass a significantly lower and heftier center of gravity since having graduated college. In the meantime, all the newly arrived husbands, wives, seniors, juniors, daughters, brothers, mothers, sons, priests and thieves mull about, looking



Part of the "eager to learn about DE" crowd



Our host Joe Marko explains what to look for in a helmet

quizzically at all the race gear lining the shelves and walls. Most are still, as yet, too sheepish to try on a pair of gloves or too self-conscious to take a Bell off the shelf and pretend they're Jimmy Johnson, let alone Wolf Henzler. Eventually, with little else to do, they find a seat and wait for the formal presentations to start.

You can always tell who's ready to be seduced, who's on the fence and which poor souls aren't quite sure why they came. It's all down to where they sit. The eager ones are right up front, hunched forward in anticipation, ready to receive the wisdom of the day. Those in the middle stretch and contort uncomfortably on the metal folding chairs, while those bringing up the rear unconsciously clutch their half empty coffee cup as if it were their only friend in the world. Of course, you never really know. After all, when you showed up, you were in the last row and there aren't many who've fallen any harder than you have. You scan the crowd, wondering who's the next Jon Cowen, Chris Castagna or Win Perry, musing as to whether the couple in the corner will wind up buying a tandem trailer to haul his and her RSAs. Despite getting into a brief, but entertaining conversation on data loggers with your friends, invariably, as you've done every year after the first Ground School you attended, you lapse into thinking back on everything you heard and how little you actually absorbed right in this room a half dozen or so years ago.

It flows back in a torrent. How much does it cost, how come I need to wear a helmet, and can you actually breathe with one of those things glued on your head? What's a run group? Is it dangerous? You mean I have to have my car inspected before every event? Tire pressures, instructors, fire extinguishers, brake

fluid, flags, caravans, helmets, shoes, gloves, harnesses, safety, garage space, border crossings, green, black, yellow, blue. The tracks are where? And then, as you exhaust that seemingly endless list of questions, you recall the wonderful terror you experienced the first time you took to the track.

It makes you want to stand up and shout, "Okay, look, you're all here because you want to learn what this track thing is all about, right? Well there are only three things you absolutely need to know right now. Thing number one. Other than willingly participating in the act of procreation, there is nothing, repeat nothing, that will ever be more thrilling, mystifying, confounding, exhilarating, challenging and any other 'ing' you can think of than the first time you truly drive your Porsche the way God, Ferry and Ferdie intended. Thing two. We can tell you everything you need to know a million times, but until you get out there and experience it for yourself, you won't retain or understand one tenth of what we, sadly, mostly take for granted. Prepare for overload and enjoy the afterglow. Thing number three. Pay attention, this is the most important thing of them all. You can count on us. All of us. Every single one of us. You're our children, our future. We will not let you down. We're junkies, legalized cracked cylinder heads ready, willing and motivated to let you in on the whole deal. Why the hell else would we be here in the dead of winter, on a Sunday no less, drinking tepid



Chief Instructor for NER - Steve Artick

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coffee and getting so fat on donuts that we can't sit in those uber expensive race seats we couldn't afford to buy anyway when we could be home sipping decaf Peets and nibbling low fat chocolate biscotti by a nice warm fire? Comphrende? Now let's get the hell out of here, we'll tell you some cool stories while we knock back a few beers before we all go broke buying new race suits and nomex underwear."

But then you snap out of it, realize that if don't silence the urge, you'll probably wind up spending the evening in jail. For no matter what you'd say, there's just no way you could ever fully get it across. At best, you'll just come off as a nut job and scare everyone away. Stick to the tried and true, you think, for although you've heard it all before, seen many come and a few go, the fifty some odd members of the audience haven't experienced any of it yet. And that's why you give up the gourmet breakfast in bed on a sunny winter's morning to go out meet the next crop of inductees and try as best you can to contain your excitement. Each one of the faces in the crowd, wide eyed, full of curiosity, looks a lot like you did a few short seasons ago. And after Steve Artick along with his daughter, Jennifer, cover all the aspects of what novice track drivers need to understand,

you note a few particularly promising smiles, introduce yourself and answer as many questions as best you can for as long as it takes. Then before you know it, like every other year, you find yourself nearly alone in a now empty room that just a few minutes before was filled with so many fresh faces. You shake Joe Marko's hand, thanking him and all the staff at HMS for hosting the event. You ask him how much gear he sold, knowing that it's the best indicator of how many neural receptors actually received the message. "That much eh?"; and so you think '07 could be a pretty good year. You put the new Arai you swore you wouldn't buy carefully in the passenger seat, strap it in and recall just how much of a pleasure it has been to yet again go back over everything you ever knew about beginning DE just one last time. Until next year that is. □



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Upshifting - continued from page 5

ment and help out Zone 1 and your own NER. The Club Race is one of the main income producers for Zone 1, helping to underwrite other events which are not self sustaining, and at the end of each year excess funds in the Zone 1 coffers are distributed to the regions in Zone 1. For the first time that I'm aware, a Club Race will have two (2) sprint races for every group on Saturday in addition to the Enduro on Sunday. One way they're saving time is with only one qualifying for the first Sprint only. The second Sprint and Enduro grid position will be determined by one's best lap in the first Sprint race.

Don't forget, the first NER DE is May 7 at NHIS following the DE/Autocross school at NHIS on May 6 with a skid pad, braking exercises and class room time. Registration is open now; don't be locked out because you signed up to late. The first Autocross of the NER season is June 2 at Devens, don't forget to sign up. The entire calendar is in the NOR'EASTER every month as well as on line on our web site www.porschenet.com 24/7.

Volunteer, you'll feel better!

Words of Wisdom

Sometimes, when I look at my children, I say to my-

self "Lillian, you should have remained a virgin." Lillian Carter (mother of Jimmy Carter)
I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalog: "No good in a bed, but fine against a wall."
Eleanor Roosevelt
Santa Claus has the right idea. Visit people only once a year. Victor Borge
Be careful about reading health books. You may die of a misprint. Mark Twain
I have never hated a man enough to give his diamonds back. Zsa Zsa Gabor
Only Irish coffee provides in a single glass all four essential food groups: alcohol, caffeine, sugar and fat. Alex Levine
Until I was thirteen, I thought my name was SHUT UP. Joe Namath
I never drink water because of the disgusting things that fish do in it. W.C. Fields
We could certainly slow the aging process down if it had to work its way through Congress. Will Rogers
continued on page 42



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table being stocked by a late sleeper when I spied just the item I needed coming out of a paper bag. I asked the owner what he wanted for it and he said \$50. I couldn't get the money out of my pocket fast enough. I like my brother, he's a good guy, but I'm not sure that he's a \$275 kind of guy. For \$50, however, it's easy to be a hero, and now he has a manual for his '57 Speedster.

As soon as the crowd thinned, the group was off to Hollywood for lunch. We stopped at the Peterson Automotive Museum to see 32 Roadsters to honor the 1932 Ford Roadster. A very impressive display even if you don't like American iron. Out the door looking for food on LaBrea Ave., I recognized the area and called out Farmers Market before the sign appeared. I even surprised myself, considering that the last time I was actually there like was in the White House—ouch. The CBS studios were still standing where I left them, and just up the street was the Hollywood Hot Dog stand known as Pinks. They have been there since 1939 serving the "Hot Dog to the Stars." Only in LaLa land would anyone stand in line for an hour for a \$4 hot dog that makes a Fenway Frank look like gourmet fare. After 15 minutes I left the slow moving line, walked around the corner to a Quiznos, ate a sub and came back to chat with the group as they had their 4 pm lunch. I guess I'm just not as patient as I used to be.

Saturday night found us down the road in Costa Mesa at European Collectables, one of the premier dealers in our old bathtubs. They threw an Open House that showed their new digs and some really terrific examples of the marque. There were three four-cam Carreras, five Speedsters, numerous coupes and even a customized Speedster that Ed "Big Daddy" Roth would've loved. The door handles were gone, the windshield was even shorter, and the front and rear lights had all been "frenched." It offers further proof that, in California, nothing is sacred. On display was one of the restored Speedsters that had been hit by the train when a car carrier high centered on a railroad track leaving a show back in '05. The car had been dragged down the tracks upside down long enough to grind an opening on the top of the dashboard that you could put your fist through. There weren't any straight panels anywhere to be found but they were all as shiny as new. The car had been squeezed like a Coke bottle and even the bucket seats looked like folding chairs at a church social. It was painful to see.

Sunday morning was an outdoor Porsche swap meet that brought the kind of parts that we're used to here in New England. Things that have been "field stored" or, as they used to say, Ford parts (Found On the Road Dead). There were piles of rusty rims, used exhaust systems, and even doors and hoods. A couple of shells were dragged in on trailers but were marked sold before the sun was up. The parking lot had over 100 Porsches lined up, many with for sale signs on them. I called a cell number shown on a '59 coupe and the fellow said that he had been walking for 1/2 hour looking at cars and had decided

not to sell. So much for getting a bargain in sunny California.

With nothing on the schedule for Sunday afternoon and half our group holed up in a canteen drinking margaritas, a couple of us grabbed a rental and drove the six miles to the Santa Monica City Pier. Many years ago, while living in Venice, my brother and I would pedal our bikes on Saturdays to fish off the pier for the day. The temperature was in the 80s and the boardwalk was jammed with all those young tanned people that you see on 90210. Since we were only a bike ride away from our old house, I punched the address into the GPS unit that I had and we let the British lady tell us where to go. As we approached the street, I could see some balloons and a big Open House sign and, sure enough, it was in front of our old house. I went in and met the owner who had bought the house just last year to rehab and flip. A second floor had been added and all I could recognize was the front door and the garage (even back then a good garage was memorable). The house was less than 2000 sq feet and sat on a 4000 sq ft lot one block from the ocean. It was priced at \$1.978 million! Maybe we should've stayed put.

The midnight 'red-eye' flight back was tough, as United Airlines didn't like the looks of an indicator light that said the emergency chute wasn't operational. They tried to fix it. That didn't work. They tried to replace it. That didn't work. They replaced the plane. That worked, but now it was 3 am and we missed all the connecting flights in Chicago. The best-laid plans still produced another day waiting around in airports. Did I mention that the 356 front hood handle that I bought at the swap meet looked like a sword to the scanner at LAX and the bag had to be checked? And that the bag got on the first plane but not the replacement? Glad that I don't do this very often.

It was a great trip in spite of a couple of bumps in road. I'll be putting that event on the list every year. KTF ☐

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Check Your Mirrors - continued from page 9

estimate the competence of Amtrak. At Penn Station, the board stated that our train was delayed 15 minutes. Not too bad. Over two hours later, it finally arrived at the station. As we learned, there is no seating at Penn Station except for passengers holding Acela tickets. I think this is to discourage the homeless from hanging out here. It also makes it pretty unpleasant for passengers stuck there with their luggage, and no place to sit. After we finally boarded the train, I found out the reason for the delay from a passenger who had boarded in Baltimore. Outside of Trenton, New Jersey, the train hit a deer. Apparently this disabled the locomotive, and the train sat on the track for an hour and a half with no power (or electricity) while they tried to fix the locomotive. I know a deer is bad news for a car, but how can hitting a deer disable a locomotive? I would have thought that hitting a bull moose wouldn't even be noticed by a locomotive. Anyhow, add an extra half hour at Penn Station to find a different, undamaged locomotive, and you have a two-hour delay. The actual travel was uneventful—about the same as the more expensive Acela except for more stops—but it was well after midnight when we arrived in Westwood. I enjoyed New York City. I just don't know how to get there. It's stupid to fly; the trains have problems, and who wants to drive in the city?

Shifting gears (I know, I used the same stupid pun last month), I did get the Boxster registered and back on the road. The new exhaust is almost noisy (but in no danger of exceeding track or autocross noise limits). Driving it reminds me of how civilized and 'big' the BMW drives. A little work on the suspension, and I'm ready for the track. This being New England, however, as I write the weatherman is predicting snow tomorrow. Still, I've tasted spring. ☐

Tail Wagging- continued from page 11

as the result, in the end, will be neither mine, nor yours, but ours. A store with no goods on the shelves isn't likely to stay in business very long. Likewise, a non-commercial community web site can't hope to have a life span over a month unless it continuously restocks its shelves with quality goods received through the personal contributions from its user community.

There would be no *NOR'EASTER* unless a dedicated few step up each month to provide content for it. There will be no web site unless more of us step up to provide content for it. So, this mini-crusade cannot and never will be the work of a single individual. I ask for just a few of you to believe in the possibilities, not the technologies. Personally, I'll do my best to make the methodology for participation far more

intelligible than my opening paragraph. Perhaps life won't be quite so sublime as it is with the current status quo in which a few produce and many consume. So be it. I'm realistic in my view that here at the dawn of the participatory age, greatness, even if achievable, will be some time in coming. One step at a time, one person at a time. Until next month, I bid you peace. ☐

From Newport- continued from page 29

The contest didn't last long and by mid morning I was shaking hands, getting hugs and bidding adieu to all my new friends as I headed the 911 up through the Delaware Watergap and on to the highway back to Massachusetts.

That was Octoberfest II. I have returned each year since, bringing my sons and friends with me when I could get them to go, to share with them the closeness and friendship that this relatively small region of the PCA showed me. ☐

Your First DE Event- continued from page 28

Here I am in 2007, excited and thrilled about the upcoming season. Being a member of the Northeast Region of the Porsche club, a DE participant and a PCA club racer has not just been the 'next-thing-for-me-to-do' after Bobsledding, but a place where I continue to grow and learn. I'm still a student of this great sport. I have friends for life, and we get to enjoy all this in warm weather.

See you on the track. ☐

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Flat Sixer - continued from page 7

If I could get one of those, I'd be able to have both my cars parked in the garage. Brilliant!

Next came the lift research. If you have never searched for one you would be surprised at how many are out there and the different varieties available. A couple of points of interest are your garage's ceiling height and floor length. I lucked out here in that the height of my ceiling is over 11 feet and my garage is 24 feet deep.

I then decided to go with a four-post lift, which is basically what the industry calls a hobby lift or parking lift. For those people who like to work on their cars, a two post lift is probably better since it raises the car by the frame whereas the four post lift raises the car by the tires. With the knowledge of the type of lift I wanted it became a Google-thon to find a brand I liked and a dealer who could sell me one.

My lift is American-made, in Texas. They drop-shipped it to a place in Connecticut who specializes in installing them. The guy in Connecticut then delivered it to my house and installed it. I did have to do a few other things prior to getting the lift installed. First, I needed to have an electrician wire an outlet for 220-volt service. I went this route since the hydraulic lift is faster when wired to 220 than 110. I also had to have my garage door rails raised and a new door opener installed. Once these things were done, the lift was delivered and installed in half a day.

If anyone is considering a lift, just drop me a line and I would be

happy to share my thoughts and experiences. I would also be happy to show you the lift and how easy it is to use.

Well, that's all for this month. Spring is just around the corner and soon we'll be out on the road again doing the thing that brings a big smile to all our faces. Stay warm! ☐

Out In The Passing Lane - continued from page 4

By the time you read this column, Susana will be home from the hospital, and well on the road to recovery. We'll also have attended another Photoshop World convention in Boston at the Hynes Auditorium. The National Association of Photoshop Professionals organize this convention, hosting one on the east coast and one out west each year. Some sixty plus training sessions take place over the four days, covering every aspect of Adobe's industry standard graphic program. The sessions, along with the exhibitor displays, are hugely useful in helping users like me get the most out of the software.

I'd like to think that we'll soon be blessed with warm sunny weather, and that all the snow piled high around my race car trailer will quickly melt away. I'd much rather be mowing the lawn, and washing cars outside, rather than crunching through frozen snow banks to get anywhere. ☐

N O R T H E A S T R E G I O N P O R S C H E C L U B

We are trying to decide if we should hold our first Porsche Club Pinewood Derby at the PorscheFest 2007 on September 8th

All adult competition* in accordance with the Boy Scout Pinewood Derby rules and using an authentic 6 lane track with computerized timing and scoring.

The plan is to give you about 6 months to create and build a Porsche Club quality racer. On the morning of September 8th we will check the cars in to make sure they adhere to the rules. Around lunchtime we will hold multiple elimination races with a final race between the 6 fastest cars.

Please email Steve Boris at sboris@steveborisdesign.com if you think this is a good idea. If we get a good response we will announce it in the next issue.

* Of course you can let your kids build it if you would like.

Marketplace

For Sale

'96 993 Twin Turbo - Price Reduced!!!! Blue with a grey leather int; 125k well-maint. miles with paint and interior in excellent condition; 6-speed manual; L & R power seats; 18" HRE wheels color-matched to car; Bridgestone Potenza S-02A tires; sunroof, rear wiper; aluminum gauge bezels, door handles and pedals; stainless doorsills; customized stereo sound system & fire extinguisher. A complete engine overhaul was performed including a 3.8L conversion, and GT2 turbochargers installed by EPE @ 118.5k miles. All electrical and mechanical systems are in proper working order. Diligent normal maintenance and many recent enhancements make this car virtually new. Additional photos and details provided upon request. \$59,900. Contact Steve Uliss (Ashland, MA) at (508) 277-9672 or steveuliss@verizon.net

Snow tires from a '95 993: Michelin Pilot Sport Alpin, 205/50 R17 M+S (one), 255/40 R17 M+S (one), Pirelli 210/225/55 16 (three). Norty Knox 781-407-9696 kenyardog@aol.com

'90 964 Carrera C4: White/blk int. Well prepared and maintained car for street, autox & DE. Engine rebuilt at 67K. Performance WEB cams, Big Red Turbo brakes, Authority chip, Bilstein RSR coil over kit, sway bar kit, K&N cone filter kit, B&B stainless exhaust w/heat excha & headers, Recarro SRD seats, MR Cam Lock 5 point harness, Bray Krause harness truss & shock tower brace, fire exting., Mille Miglia Cup 1 wheels, extra wheels w/track tires, CD stereo, sunroof and more. All org parts avail, 74.500 miles, 2nd owner, 300 hp, 170 mph (tested). Asking \$25,000. Robert Meeker (781)631-2841 info@meekerstudio.com

'92 911 Carrera 2: Red/tan, 14K original miles, like new w/new tires, Asking \$27,500. John Leate (617)484-2610 after 4:30 pm weekdays or pls leave message, or weekends anytime.

'84 911 Carrera: Street legal track car. Stock 3.6L twin plug 993 engine w/12K total miles (500 on track), Turbo master cylinder, torsion bars, tie rod and adj Koni's and Weltmeister sways, Bremco 4 piston frt race calipers, ltd slip, solid mounts, B&B headers and exhaust, integrated frt air dam cooler w/after market mega wheel well oil cooler. Stomski 915 short shift w/Robotec 915 shift guide, Cobra race seats and 5 pt harness, roll bar, fiberglass frt/rear IROC bumper/air dam, engine lid w/adj carbon fiber wing, 2 sets Fuchs 16" wheels, 2790 lbs, \$27,900 or BO. 5 year old trailer avail. Wayne Stevens (508)833-3036, wstevens52@comcast.net.

'04 Acura TSX, 6-speed manual, blue-gray/black, 35K miles, all records, all original well-maintained paint. Standard features include moon roof, heated leather seats, ABS, traction/stability, 6-CD AM/FM, dual climate. KBB is \$21,300, asking \$20,700. Mounted snows available. Charlie, chl986@aol.com, 978-263-4684

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Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve for publication all advertising submitted.

Marketplace Guidelines

Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each

month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be faxed to (978)352-6819, or emailed to: dlweber1@earthlink.net

Minutes - continued from page 8

this year—an all time high—with an overwhelming majority of participants staying over on Friday night. Bruce is continuing to evaluate possibilities for next year and will announce locations once he has completed his scouting.

Web site update: Matthew noted that there was a decrease in activity on the website over the last month. The Board noted that we need to look at who is clicking on the banner ads (for Glenn), and at online registration statistics, on a monthly basis. Much discussion followed as to the web site and content.

Again, the assembled Board officially welcomed Glenn as Ad Manager. Glenn's role will be to manage ads on both the printed *NOR'EASTER* and the web site.

Having no additional business to discuss, this meeting of the Board was adjourned at 9:01 pm. The April meeting is planned for April 4th at the Wallis residence. □

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Kimi Rae
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Brandon Kelly
Becky Kelly
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Garrett Kletjian
Alexis Kletjian
Hingham MA
2004 GT3 Cup

Glenn Kurkijan
Norfolk MA
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Adam Langerman
Bristol RI
1972 914

John Mecray
Jamestown RI
1958 356A/1600S

Robert Russell
Newport RI
1974 911

Transfers In
Julian David Waldman
Hopewell, NJ
From: Schattenbaum
1995 911



Upshifting - continued from page 37

Don't worry about avoiding temptation - as you grow older, it will avoid you. Winston Churchill
Maybe it's true that life begins at fifty ... but everything else starts to wear out, fall out, or spread out. Phyllis Diller

Pun of the Day

The Gastroenterologists had a gut feeling about it, but the Neurologists thought the administration had a lot of nerve, and the Obstetricians stated they were all laboring under a misconception.

The Ophthalmologists considered the idea short-sighted; the Pathologists yelled, "Over my dead body," while the Pediatricians said, "Grow up!"

The Psychiatrists thought the whole idea was madness, the Surgeons decided to wash their hands of the whole thing, and the Radiologists could see right through it.

The Internists thought it was a bitter pill to swallow; the Plastic Surgeons said, "This puts a whole new face on the matter".

The Podiatrists thought it was a step forward, but the Urologists felt the scheme wouldn't hold water.

The Anesthesiologists thought the whole idea was a gas, and the Cardiologists didn't have the heart to say no.

And in the end, the Proctologists left the decision up to some asshole. ☐

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