



PORSCHEFEST 2007

Zone One Autocross @ Romulus, NY

Fall Vineyard and Winery Tour

THE NOR'EASTER

7 AUGUST 2007 AUGUST 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.



INSIDE THE NOR'EASTER

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COVER



Cover Photo
Photo of the new GT2 courtesy of Porsche Cars North America advertising department. Pop Art interpretation by Susana Weber via Adobe Photoshop CS3 and some really cool plug-in filter effects.

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

Out In The Passing Lane

Dave Weber



When did you first become interested in cars or, more specifically, when did you start driving on a racetrack, and why? I thought about those questions a bit as I rode with my four-year-old grandson Sam, up and down our driveway on the little scooter Susana and I use at the track. Sam stood on the scooter ringing the little bell, while I held on to him and steered. He had the biggest grin on his face all the while, and as soon as we finished one circuit he was ready for another trip. After we ran down the scooter's battery we switched to our lawn tractor and, of course, Sam grinned all the while we mowed the lawn.

Will this turn out to be the seminal moment when his love of driving and speed first bloomed? Who knows? Several years will have to pass, of course, and by the time he's ready to drive on the highway who knows what we'll be driving?

I think I can trace my initial interest in driving and speed back to probably age 11 or 12 when a younger brother won a "Corvette" go-cart in a grocery store giveaway. He was, of course, much

engines wound up at the start of the race.

The Mid-Ohio race course was close to Columbus (and still is!), and the Trans Am and Can Am race series were hugely popular around the time Susana and I met and shortly thereafter married. We made several trips to the track to watch those races, taking advantage of the press credentials Susana was able to acquire through the television station for which she worked. We photographed all the famous drivers of the era, including Dennis Hulme, Peter Revson, Jo Siffert and Mark Donohue, and watched the evolution of the Porsche 917 Cam Am car.

By then we'd acquired a limited production Boss 302 Mustang and were thoroughly hooked on speed and racing. The Trans Am races at that time featured the famous orange colored Boss 302 Mustangs raced by Parnelli Jones. It was about then that I started thinking that I could drive a car quickly on a race track, not really having any sense of how different that would be from driving quickly on the street.

A 914 Porsche came along shortly thereafter, but it wouldn't be until 1983 when we acquired a Porsche 944 that we would find ourselves on

Somehow that go-kart survived for probably another ten years, increasingly used by my two younger brothers.

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too young to drive (4 or 5 years old at the time), so my next younger brother and I commandeered the go-cart, racing up and down the street until we wore out the fiberglass body. At that time we stripped the go-kart down to its bare essentials, fashioned a little pull-cord so we could override the governor on the engine, and began timed competitive runs on various courses we set up.

Somehow that go-kart survived for probably another ten years, increasingly used by my two youngest brothers. The motor eventually expired in flames one day while it was being raced around a church parking lot. I understand though that the chassis survived to be used by some friend of my brothers for several more years.

It was in those years that I first started following racing, particularly the Indy 500. I'd camp out next to a radio every Memorial Day weekend, listening to the race. A friend invited me to go along with his father to a couple of races, further heightening my interest in racing. I still get goose bumps when I recall the sound of thirty-three



Sam Weber checks out the driver's seat in a GT3 Cup Car

Upshifting

Bruce Hauben



Well, dear reader, we've just returned from what may have been our longest road track trip ever, having been gone from home for ten days. That's what you have to look forward to when you retire, have accumulated 30+ days of vacation time, the kids are grown and have left the nest, you've gotten divorced, or some combination of the above. For Joyce and me it is, of course, the first of the above.

We are major blues & jazz fans, so we arrived in the Mont Tremblant village on Friday afternoon, in time for the opening performances of the ten-day FREE blues festival. Yes, I've written about this many times but, for you newer readers, it is a fantastic opportunity to hear some great live music on four different stages scattered around the village, no more than a five-minute walk apart. They are scheduled so that rarely are two going on simultaneously, making it possible to hear the music continuously from 1:00 till 10:00 pm, and then, for the die-hards, some of the bands move into the clubs in the village.

Three days of driving a world class track, now one of the stops on the Champ Car circuit, simply rounds out the wall-to-wall music.

So we OD'd on music for two and a half days before heading to the track on Monday morning. It was also the first time we had to set the alarm clock in quite a while. We've gotten accustomed to going to our health club early in the mornings and then returning to our deck for a leisurely breakfast and reading two or three newspapers before getting on with the daily chores. Mont Tremblant was no different, except for giving up the exercising that we do whenever traveling. So, a good breakfast in the village near the track along with their WiFi and the daily Canadian equivalent of USA Today was our regimen for Saturday and Sunday.

I just counted the list and there were 71 different blues groups at the festival. Among them were many from the U.S., including Koko Taylor, Johnny Lang, Bryan Lee, and the well known Boston-based groups of Toni Lynn Washington, Duke Robillard, and Luthar "Guitar Junior" Johnson. We're always pleasantly amazed at the number of groups that we've never heard of that are really fantastic musicians. This year we 'found' Diunna

Greenleaf from Houston who — not to be trite — brought the house down, Janiva Magness who was a very close second, Charles Pasi — a fabulous harp player from France, and Matt Schofield from England, fantastic on the lead guitar. I'll bet you didn't know that Mick Jagger has a brother, Chris. His band, "Chris Jagger's Atcha" was a fun, and very good gumbo — Zydeco — blues group. Both Charles Pasi, who spoke little or no English, and Chris Jagger with his heavy Cockney accent, as well as many other non-U.S. English speakers, sound when singing like they're natives of New Orleans or Chicago... something I always find interesting.

Many of our NER track drivers brought their families along to enjoy the non-driving activities available while they enjoyed the track. The area does make for a great family vacation. Three days of driving a world class track, now one of the stops on the Champ Car circuit, simply rounds out the wall-to-wall music, or is it the other way around? Whichever, it was a fantastic six days.

If you haven't already guessed, I can't recommend it too highly... everyone should try it. There were many first-time track drivers. In fact my student, John Bergen, our Membership Chair, brought his family up in two cars. Others did it with just the tow vehicle, like the Betterly clan, Rick being one of our instructors. If you don't want to take the word of a hard-core track enthusiast like me, check in with John, a Novice who fell for the routine hook, line and sinker.

Going on to the new Calabogie Motorsports track about an hour west of Ottawa allowed us to spend a last night with music on Wednesday night at Mont Tremblant, and then take a leisurely drive on Thursday to Calabogie. Drew Ley and I had been e-mailing one another for several months trying to figure out how to avoid downtown Ottawa, which we'd both heard is horrendous, when an RSR member from the Ottawa area wrote out his directions for us at Tremblant, including use of a ferry to cross the Ottawa River, which divides Ontario from Quebec, east of Ottawa. The route worked very well; in fact, it was the route that my GPS picked for me, ferry and all. I must learn to place more trust in that thing. The pleasant female voice on the Garmin even added an "eh" while we were driving in Canada. There were two or three ferries running simultaneously

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Four Speeds & Drum Brakes

Tom Tate



The tough part about the old car hobby is that the cars tend to follow me home, and I'm running out of space. I know that I should sell a couple but, with the values on old Porsches increasing; I figure that delaying a sale will eventually increase my retirement account. That's assuming that I retire at some point but that doesn't seem like such a good idea at this point what with the stock market hitting new highs every month.

The latest addition is a '64 356 SC sunroof coupe from San Francisco. "Tony," named after Tony Bennett, who left his heart in that city by the bay, showed up on eBay last winter, listed by a fellow who was trying to buy another car and need cash quickly. The auction site didn't come through but I did. The car was restored back in the mid '80s and driven very little since. The photos looked good and all the questions were answered correctly, so the money went out on time.

Hearing of this new adventure, my son Rob, in Phoenix, volunteered to fly in and drive it back to Arizona. He has friends in the bay area and

by each state and they didn't come into widespread use until the early '70s. The original plastic plugs were still in place after all these years. After a month or so of cleaning and tinkering Rob was ready to let the car come back east. Maybe the fact that the temperatures were into triple digits in Phoenix and this car had no air conditioning had something to do with the decision. Don't tell me that dry heat makes a difference.

When Tony arrived I was pleasantly surprised to find that it was much better than I expected. The car had very shiny paint, a perfect interior and that important factory sunroof that still worked perfectly. The interior was completely redone and looked brand new. What I couldn't see in the photos was that the seats were recovered in leather and the interior smelled like the inside of a wallet. There were, however, a few items that needed attention.

The clock was wired to the ignition, which meant that it only worked when the key was on. That was a little tough to find as the clock would run for a time after the key was turned off and always kept time while the car was running. I'd start the car, notice the clock was wrong, set the time and go. It worked just fine. Stop for gas; pick up the dry cleaning, right on time. Great, I fixed it. Come

out the next day, clock was dead. I finally got the voltmeter out to discover the problem. Got my head under the dash (which is getting harder and harder) to see the plugs on the back of the ignition switch and moved one wire — problem solved.

The high-pitched squeak that the engine made when starting up was a little tougher to find. It sounded like a fan belt noise but a new belt had no effect. I took off the outside pulley half and added a shim to tighten the belt, still noisy, but when I ran the engine with no belt it was quiet. I knew that it was in there somewhere. Third time's a charm, as taking off the entire pulley showed wear on the inner hub which had cracked the inside half of the pulley and with every rotation under load the crack moved and made a noise that sounded like a bird chirping. This is a good item to repair at home because if it fails on the road the ride is over. The engine is air-cooled and cannot be run without the cooling fan, which is

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The car had very shiny paint, a perfect interior and that important factory sunroof that still worked perfectly.

figured that it would be a chance to see them, have a good meal and make a road trip in an old Porsche. It all went as smooth as that last sentence except that he didn't bother to check the distances and about halfway to LA called to say that it was a lot further that he expected. About 900 miles to be exact. That's 900 miles in a 43-year-old car to be really exact. "Tony" never missed a beat and got over 31 miles per gallon on the road. Knowing Rob as I do, I'd bet that it wasn't a slow trip either.

The tub needed a few things that I had in the garage so I dug out a pair of seat belts and the correct bolts needed for installation, along with a few pieces of trim. Starting in 1964, the cars were built with threaded holes in the floor behind the seats for seat belt mounts. In 1965, cars sold in Europe were required to be fitted with front seat belts. It is a point of interest that the threads were SAE thread, not metric, which remains the standard to this day. This car was delivered without belts in CA as the seat belt issue was determined

Flat Sixer

John Bergen



This month I have two things to cover, with one of the two related to Porsches. First up, however, is the United States Postal Service, aka the other Men in Blue.

I would be very interested to hear from everyone as to when you typically receive the *NOR'EASTER* each month and when you received the May and June editions. I personally did not receive my June copy until the end of June. Typically the *NOR'EASTER* arrives either at the same time as Pano, or a few days later. I also know that there were at least three other subscribers whose copies were delinquent.

All of us were from the South Shore area. Could it be a conspiracy? Could the North Shore people be trying to send us South Shore people a message? I don't know but I do know that when I returned from Mont-Tremblant I found my July copy of the *NOR'EASTER* in my mail. There goes the conspiracy theory.

Speaking of Mont-Tremblant, this is the Porsche topic I want to cover this month. I'm going to

morning.

Traffic was non-existent and we made excellent time, stopping twice before hitting the border in Vermont. At this point I had one of my sons in the car when I pulled up to the border crossing checkpoint. The border guard started speaking to me in French; I quickly asked him in French if he could please speak English, and of course he could. He then asked me if I had a note from my son's mother saying that he could travel alone with me! Luckily, my wife was in line right behind me and I informed the guard that she was in the next car.

With the border successfully crossed, we again made good time through Montreal and ultimately to Mont-Tremblant. The village was an amazing sight as we drove up to our hotel. We quickly checked in and then hit the pool for some relaxation. The boys were pretty well wound up from having traveled seven and a half hours in the car and it was a good opportunity for them to burn off some energy.

After the swim, we ventured out to find some good places to eat. The village was full of activity and there were many people on hand for the Blues Festival. As we were wandering up the hill we ran into Bruce Hauben and his wife Joyce Brinton. It seems that they were part of the Blues Festival crowd. Bruce and Joyce gave us a few good places to eat and, since Bruce was going to be my instructor, we chatted briefly about what would transpire the next day.

After a great dinner we went back to our hotel and hit the hay. I had to be up early the next morning so I could arrive at the track shortly after the gates opened. This was my second DE event and I knew the drill; get there early and stake out a piece of turf.

The next day the weather was a bit iffy. The roads were wet and the sky was not clearing. I headed to the track hoping that things would improve. The drive to the track was quick and I was able to find the road that led to the entrance NER was using for the event.

At the track I grabbed my piece of turf and unloaded my car. I then jumped into the tech line and waited to be inspected. I was all finished and ready to go well before the morning drivers meeting. This gave me some time to review the

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I can safely say that having the track wet allowed me to better focus on my techniques and avoid trying to be fast.

relate my experience as a driver at a driver education event, and next month my wife will be submitting an article from the perspective of a non-driver.

Mont-Tremblant is a wonderful village in the province of Quebec, located northeast of Montreal. For my family and I, this was going to be a vacation for us and we were all excited about visiting Canada. Since I am new to driver education I do not have a track car, nor do I have a trailer, let alone a vehicle that could pull a trailer. This meant that we would have to take two vehicles in order to fit all of our stuff and the four of us.

Packing was a snap; we loaded all of the big stuff into my wife's MDX along with the boys and a mini DVD player. My wife and I had a pair of two-way radios for the trip in case we somehow became separated and needed to make contact. We made sure that the boys had enough food and drinks to last them for a while and then we headed out from Walpole Sunday at seven in the

Minutes Of The Board

July 18, 2007- Michelle Wang, Secretary



The July Board meeting was held in the lower library space at The Museum of Transportation in Brookline. The space itself has been refinished and refurbished, and all eleven attendees were able to sit at the long table and conduct the business of the Club.

In attendance at this meeting were: Ron Mann, John Bergen, Win Perry, Bruce Hauben, Matthew Wallis, Dave Weber, Steve Boris, Steve Ross, Michelle Wang, Joyce Brinton and Susana Weber. Bob Cohen was absent.

President Bruce called the meeting to order at 7:03pm. Ron Mann was first up, with a report on Activities. Ron summarized the recent DE event at LCMT as well attended with no noise issues reported. The rain deterred no one and the event was very popular. We will be providing some feedback to the TC as to some observations made during the event. Joyce reported that the three charity events (Pace Laps, Car Wash and Taste of the Track) raised over \$900 for Angel Flight. Bruce then gave a quick summary of his Calabogie experience. Calabogie was about 3.5 hours from LCMT. There were approximately 170 drivers; the event was well organized and well run. He reported that the track itself was "fun". There are a few lodging options and a reasonable number of local amenities available. Bruce has a write up in his column in this issue of the *NOR'EASTER* that has all the details.

Ron had the floor again and continued with his update on Autocross. Jonathan Cowen has volunteered to be the new Registrar. The Board thanks Jonathan for his willingness to step up, and also bids a "merci et bon voyage" to the registrar of many years, Don Wolcott. The last Devens autocross had 65 cars and 15 novices in attendance. Ron remarked that this event went quite well and the timing and scoreboard were fully operational. Also on a positive note, Devens is being secured as the autocross venue for next year. There was some discussion on improving the results display on the web (for users of Internet Explorer), so Matthew will work on that.

PorscheFest will be held at the MOT, with a second sponsor lined up to participate. Jim Logan joins Rob L. Cohen as co-sponsors of this event. A fall tour in conjunction with a monthly meeting is being planned for October.

Win was next, with a summary of meetings immediately past and future. The Auction was not as well attended as was hoped, but the 20 or so

individuals were quite animated and even the caterer got in on the action. If you missed it, you missed out.

The Duck Tour is on for Sunday August 5, rain or shine. The Duck Boats have canopies so if the weather does not cooperate we can still duck about town. Win has a few seats still available so contact him immediately and don't wait until the last minute.

Win then went on to review plans for upcoming meetings. September is PorscheFest - we do have a guest speaker coming to talk about his experiences in the One Lap of America (some of you may know it as a more civilized version of the Cannonball Run). The October meeting will be also the fall tour as mentioned previously. The tentative plan is to do a tour of a couple wineries in the South Coast and end at a lunch spot. Win will finalize the details and get promo ready for the *NOR'EASTER* and PorscheNet.

November's meeting is still in planning, Bruce gave some input as to a possible speaker/topic but Win needs to run that down and report at next meeting. December is the social event of the season, the Annual Dinner, which will be held at the Andover Country Club. Win is also trying to plan January as a return to Paul Russell.

The Treasurer's Report was submitted by email by Bob Cohen. A majority of the Board voted to accept the report as submitted. There was additional discussion on reporting requirements that

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Happy PCA Anniversary

Twenty Years

Michael Falconieri

Fifteen Years

Frederick Bieber
Roger Williams

Ten Years

William Chadwick
James Harper
William Ribaud

Five Years

Robert Anzalone
David Johnson
Louis Mian
Tom Thalmann
Robert Rosenthal
Burt White

Check Your Mirrors

Win Perry



As often happens in New England, summer arrived abruptly. Cool days and even chilly evenings suddenly transformed into ninety-something-degree heat. Never mind the heat, summer is a delightful time with too many possibilities to choose from. For me, it's biking, kayaking, swimming and, of course, Driver Ed and Autocross.

Even some winter activities continue. My exotic activity of the month was a long weekend of swing dancing in scenic Akron, Ohio. This event had been historically held in Cleveland (which has a worse reputation than it deserves), but in the interest of more space and lower costs, was moved to nearby Akron this year.

Now as a car guy, when someone says Akron, I immediately think tires. However, perhaps there's more to Akron than black rubber. Our event venue was the Quaker Square Crown Plaza hotel. Yes, Quaker as in Quaker Oats. This hotel had been ingeniously fashioned out of the original factory for Quaker oatmeal. In some respects, perhaps too ingeniously fashioned. The building mostly

Even at night (which is when I'm usually driving down to the Glen) the lights from houses and boats on the lake glimmer a welcome.

consists of 36 adjoining cylindrical concrete grain silos. Each is about 24 feet in diameter and 120 feet tall. Somehow, multiple floors were installed in each silo and windows openings were cut into the concrete. So each room is a big circular space except for a square-ish partitioned-off space for the bathroom. I suppose this Crown Plaza has BMW's famous Vier Zylinder Munich headquarters beat by about 32 cylinders.

Industrial chic can be pretty cool; I remember being blown away by the first loft residences I saw in New York's SoHo district back in the '70's. But somehow this conversion doesn't quite work. Maybe the vast expanse of curved concrete exterior is too monotonous. Maybe cast concrete grain silos just don't make for great architecture. The hotel and the adjacent Quaker Square center had plenty of room though, enough to erect 15,000 square feet of dance floor spread over five rooms. So with about five hundred dancers, some great instructors and two big band swing orchestras, the joint really jumped all weekend.

Despite this, the "Cleveland" dance weekend will have to look for a new home for next year. A couple of days before we arrived, the University of Akron announced that they were buying the whole complex. They need more dorms. Reportedly, the mayor was none too pleased; Akron only has (had) two hotels in the city center.

I was also able to attend another DE with my son Luke. This one was at Watkins Glen. Luke had spent a lot of weekends over the winter and spring sourcing parts for a new suspension plus other improvements for his Miata. The car had been up on jack stands forever in varying stages of assembly and disassembly. But Luke was absolutely determined that his car was going to the Glen. Unsurprisingly, the night before he was leaving to meet some friends in Rochester who were also driving in the DE, we were busy bolting on control arms and fitting end links for the sway bars.

Everything more or less came together around midnight, and bright and early the next morning, off he drove to the alignment shop. I left a couple of days later, driving the Boxster and, as usual, towing my Southsport tire trailer. We met up on Sunday night at the top of Seneca Lake and drove down Route 14 to Watkins Glen.

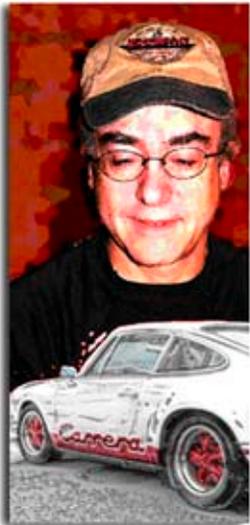
There seem to be two routes NER track rats take. Most like the southern route by Binghamton. I prefer the northern route: get on the Mass Pike and go west, then go west, and keep going west. It's easy and the roadway has a decent surface. But mostly I prefer the drive along Seneca Lake. From Geneva all the way to Watkins Glen you can see the lake and the vineyards. Even at night (which is when I'm usually driving down to the Glen) the lights from houses and boats on the lake glimmer a welcome. There's rarely any traffic; I'll turn off the AC, open the windows and fly down the road. An altogether agreeable intro to a couple of days on the track.

In addition to driving, I was also instructing. In fact, I had been assigned my first female student. Better yet, Maureen was driving a lovely Lotus Elise and was in the yellow run group, so I might get a chance to see how Luke was making out on the track in his Miata. The Elise is a delightful car and fits like a glove. You enter across a wide sill and sit way down into essentially racing seats, firm and very supportive. The car is agile and

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Tail Wagging

Ron Mann



It's been quite a while since I've written anything much about driving. Having just come directly off three good days at Mont-Tremblant followed directly by autocross number two, it seems like an appropriate time to waste a little ink on why most of us are here in the first place. For a moody bastard such as myself, I'm in pretty good humor, as at LCMT, I surpassed my lap target by four seconds, six better than when I was there last and at the autocross, I managed a Porsche FTD coming in just a tick over four seconds behind Johny Mac's Caldwell and doing so without resorting to Hoosiers. John being an SCCA National Champion and the Caldwell being a roller skate, needless to say, I was pleased.

The truth is I'm having a good year. My confidence is up, my lap times are down, we're closing in on finally getting the car's setup correct and having spent over five seasons driving the cantankerous one, he and I are beginning to understand, perhaps even have affection for, each other. The coolest prospect of all this season is that, at least

The modern cars are wonderful to be sure, but nothing, absolutely nothing, is as fun to watch or drive as a well setup early 911.

in the AX arena, I'm hopeful that the performance of my old 911 is having the same impact on our latest, rather large crop of novices that Peter Faill's and Mike Piera's early Porsches had on me but a few short years ago. I still remember vividly the first time I saw Peter leave the start line, how flat the car cornered and how it slid around the pylons as it disappeared off into the distance. As for Mike's car, I will never rid myself of the mental portrait of his electric green and yellow RS at the Zone 1 AX in Springfield flying past me on three wheels on his way to a win over Mark Davia's 911 Twin Turbo. Mark, as many of you know, has since gone on to win One Lap of America the last three years in a row. If I've become a purist and a devotee of the older cars, I have those two gentlemen to thank or blame for it.

The modern cars are wonderful to be sure, but nothing, absolutely nothing, is as fun to watch or drive as a well setup early 911. Sure, they are many cars that are far faster, but few that are anywhere near as entertaining. It's impossible

for me to conjure words sufficient to describe the delight of wiggling my little monster around the pylons, or over the trackside curbing, sliding to and fro, on and beyond the edge of adhesion. No power steering, no power brakes, no ABS, no PASM, traction control, no windows, no carpet, no dash, no interior. Nothing but car. Now that's retro minimalism. Equally, I cannot fully convey the sense of satisfaction and achievement. I'll try. Picture this, Le Circuit Mont-Tremblant, through the carousel, trailing in to rotate old Whitey into the corner, quickly getting back to full power and having the front right move skyward, skip three or four times off the pavement, all the while the rear end gently sliding left, hands and feet never wavering, the throttle flat to the floor the entire way to track out. Ear to ear smiles. A real life Xerox of my favorite racing image, a portrait of Vic Elford's in his 911R coming around a tight corner in the Monte Carlo with his inside right wheel a foot off the ground. Beyond cool. Try doing pulling that one off in your '07 C4S!

But bobbing and sliding over the hills of Tremblant wasn't even the highlight of the week, largely as there's really no socially responsible way of directly sharing all that exhilaration. Had I continued in our DE instructor program, something I've postponed for a while, even I, for all my funning loving

militancy, wouldn't subject a passenger to such a ride. Ahhh, but at Devens, the safest place in the Northeast to learn the art of performance driving, I generate thrill rides all the time. And that has become one of my greatest joys. As my skills have matured and refined, I find the greatest pleasure I attain after designing courses is running students through my hopefully clever creations at absolute full tilt. This past weekend, four of my seven runs found a different passenger along for the fun.

Whenever anyone joins me in the belly of the weasel for a whomp down the course, invariably they have one of three reactions. Novices either scream the whole way around, or sit wide-eye to the end of the run. Typically it's the latter. The silence is invariably broken at the end of the run when they finally exhale for the first time in a minute and a half. If I'm really on my game, I'll give full color commentary for the entire seventy-five second trip, a dissertation that one PCA DE instructor once described as akin to a satanic interpretation of a Dennis Leary monologue. This leads us to the

third possible outcome, my favorite, which typically only occurs when a more experienced driver comes along for a run. Being grizzled veterans, these folks are rarely impressed, typically they just want to see what I might be doing they are not and vice versa. Often though, as Whitey the Wicked is such a blast mobile, they tend to go all giddy and laugh all the way through to the paddock like adolescent school girls.

At the height of the New England summer, there are always copious quantities of all manner of mischief to be doing. For me, these are the best days, and given this year's strong showing of novice drivers I've encountered both at DE and AX, I'm confident they've been pretty good ones for them too. Funny thing is, we get some seventy cars or so at a typical AX and on our best day about double that at DE. Given that we have roughly fourteen hundred members with another thousand or so affiliate, I can't ever quite fathom how it is we don't have to issue ration cards to accommodate you all. Rather than lining up around the block for the latest Harry Potter novel, I'd suggest you consider the alternatives. If you've yet to participate, be warned time is slipping away; you simply can not imagine what you're missing out on. And life, my friends, is simply too damn short not to find out.

If you're one of those, like I used to be, who thinks that having been fortunate and wise enough to own a Porsche you're already become intimately familiar with motoring nirvana, recognize that to date you've likely still fallen short of achieving true enlightenment. Participate in a NER-PCA driving event; start by showing up out at Devens for AX three this month. We'll put your personal satisfaction level to the

test; tap me on the shoulder and ask for a ride. As a bonus, we'll likely find out whether you are the strong silent type, a screamer, or Pipi Longstocking. Do it now before I go to Lime Rock next month. If I finally manage to break a minute there, I'll be impossible for the rest of the season, worse I might not be able to drive again as my swollen head won't fit into my new Arai. 'Til next month, I wish you peace. ☐

2008 NER Nominating Committee Report

Ron Mann, Nominating Committee Chair, along with his assistants Andy Jenks and Noel Swartz have begun the process of developing a list of proposed candidates for the region's 2008 Board of Directors. The positions for which candidates are being considered are: President, Activities Vice-President, Administrative Vice-President, Membership Chair, Treasurer, and Secretary.

Should any region members wish to put their name in consideration for any of these positions in 2008 they should contact Ron Mann at rjmann@yahoo.com, or Andy at: AndyJ@swatchbox.com, or Noel at nswartz@yahoo.com.

VOLUNTEER AND GET INVOLVED!



CATAGORIES OF INTEREST

- Concours
- Drivers Education
- Rally
- Autocross
- Meetings
- Membership
- Writing
- Technical Events
- Social Events
- Speakers
- Tours
- Photography
- Sponsorship
- Tech Inspection
- Trophies
- Art
- Web Assistance
- Equipment

LEVEL OF INVOLVEMENT

- I like to be responsible or in charge. I'm a planner, a doer!
- I'm great when I'm given an assignment and good direction. I'm a good committee person.
- I prefer to work behind the scenes. I'm a team player.
- I have some time to give but I don't know where I'd fit in or who to ask.
- I have limited time but want to give something back to the club.

Name _____

Phone (day) _____ (evening) _____

Address _____

City, State, Zip _____

email _____

Comments:

Calendar At A Glance

August

5 Boston Duck Boat Tour
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
13 Wine Country Tour

November

December

1 Annual Dinner

Pylon Dodging - NER Autocross Series Round #3 Saturday, August 11th @ Fort Devens - Sponsor - Fireflies

After 2 events in the 2007 Northeast Region PCA Autocross series a number of classes are showing some real close competition. In class 1, with the absence of the dominating Mark Schnoerr, Tom Tate has taken over top honors with his 914, after using his 356 Speedster in event 1. With his win last event in class four, 82 year old Jack Saunders ties Neil Halbert for top honors. The tightest race of the series is in the 911 SC/Carrera class where Noel Swartz and Robert Canter are in a dead heat, with Chris Ryan a mere one point in arrears. The Boxster S's showed up in force in SS09 last event and C. Crossley and Cuan Coultier fought it out, with Carol Hottenrott in hot pursuit, ending up in that order. Finally, Charles Stromeier got his act together to avenge his loss to Mark Skala to tie with the 914-6 driver.



The third autocross of the 2007 series will be held on Saturday August 11th at Devens and sponsored by our friends at Fireflies, owned by NER member Steve Uliss, who has previously offered a barbeque dinners to the DE folks at our Watkins Glen events. Fireflies offers award winning barbeque delights at two locations in Framingham and Marlboro. All entrants will receive discount coupons good at both locations.

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. □



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White, Stk#X70034 \$104,780

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Titanium Grey, Stk#X60123 \$119,615

2007 Porsche 911 Turbo Coupe

Meteor Grey, Stk#X70075 \$130,763

2007 Porsche 911 Turbo Coupe

Basalt Black, Stk#X70088 \$135,515

2002 Porsche Boxster

Black, Stk#A70603B \$27,989

2003 Porsche Cayenne S

Marine Blue, Stk#X60227A \$35,989

2004 Porsche Cayenne S

Marine Blue, Stk#XU0007 \$42,989

2006 Porsche Boxster S

Black, Stk#X70068A \$49,989

2006 Porsche 911 Carrera Cabriolet

Tiptronic, Black, Stk#XU0008 \$78,989

*48 month lease, \$4794.45 due at inception, no security deposit. 10K miles per year, 30¢ thereafter. Includes first payment, cap cost reduction. Excludes tax, title and registration. All offers include \$195 administration fee. Future value \$28,476.90. Stk#X70021.



2007 NER DRIVERS EDUCATION EVENT

MOSPORT

INTERNATIONAL RACEWAY

with a DE Enduro



August 17, 18 & 19, 2007

Registration Opened March 1, 2007

In the heat of the summer NER makes a welcome return to Mosport International Raceway. Located 1 hour east of Toronto, Canada, Mosport is a fabulous track and if you haven't been there, you really should put it on your list. The sensations of powering down the long sweeping turn 2 or stretching the legs of your machine up the evocatively named Mario Andretti straight have to be experienced to be appreciated.

Ever dreamed of driving on a track once driven by legends like Stirling Moss, Gilles Villeneuve, Bruce McLaren and even stock car king Richard Petty? No fewer than 16 Formula One World Driving Champions - men like Juan Manuel Fangio, Jim Clark, Jackie Stewart, Mario Andretti and Nick Lauda have driven here. 10 Indy 500 winners including Rodger Ward, A.J. Foyt, Al Unser, Bobby Unser, Rick Mears and Gordon Johncock have all raced at Mosport. Go to www.mosport.com/ for more details.

For those of you who have not crossed the border, it is a non-issue. Many of us make the trip several times each season and can attest to the ease of crossing the US/CA border. You must have a government issued photo ID like a drivers license or passport and proof of insurance.

As with all our away events, NER will hold one of our signature DE Enduros. The event will be a least an hour long with a mandatory pit break, is open to our Advanced (black) and Instructor (red) run group drivers and may be driven solo or with a co-driver.

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

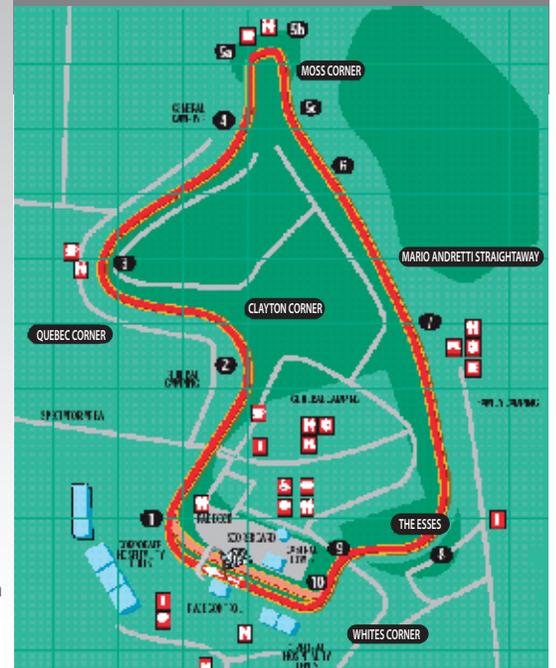
Students	\$480
Signed off Drivers	\$435
Instructors	\$210

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.

3 DAYS AT CANADA'S MOST FAMOUS TRACK

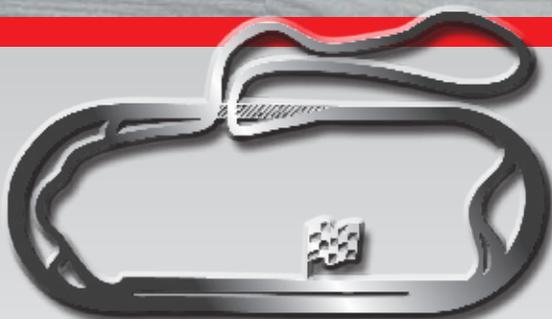




2007 NER DRIVERS EDUCATION EVENT

NHIS

NEW HAMPSHIRE
INTERNATIONAL
SPEEDWAY



Thursday, Sept 6, 2007

Registration Opened March 1, 2007

Generously Sponsored by



So we are finally going to get there! NERs DE season closer will be held at Loudon. Treat yourself to one last chance to run your car on an interesting and highly technical track before you start planning and plotting those winter upgrades and improvements.

NHIS is our home away from home just north of the Massachusetts border in Loudon, New Hampshire. It is an easy hour from 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 a challenging drive for our advanced drivers.

Costs are as follows:

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

Garages will be available on a first-come-first-served basis for \$25 for student and No charge for instructors but only as long as they last. Sign up now to ensure a spot and a garage space.

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.





PORSCHEFEST 2007

Saturday, September 8th, 2007

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

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

Concours d' Elegance

Have you ever entered a Concours? Ner makes it easy with four classes of competition.

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

Guest Speaker

This year we are pleased and excited to welcome Mark DaVia to PorscheFest. Mark, with co-driver Drew Wikstrom, has driven his silver 996 Twin Turbo to an amazing four consecutive victories in the Cannonball One Lap of America. This is the direct descendant of Brock Yates' infamous, coast-to-coast Cannonball street race. The more legal One Lap of America is still a crazy non-stop test of endurance and insanity. Come hear Mark tell us what it's like to drive in (and, dominate) this iconic event.

Classes - Something for everyone!

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

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

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

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



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



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

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

The Region Goodie Store will be on site for anyone needing one of our great T-shirts, polos or hats. This year the cost of the entry is \$25. Cost for entrants who do not pre-register: \$35 the day of the event.

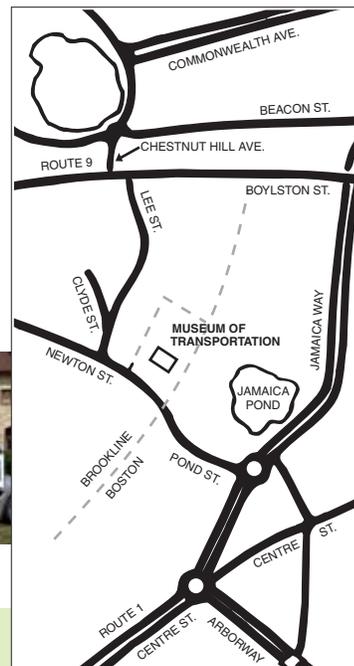
Schedule for the day:

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

Something for the kids, too.



As usual, we will have some special activity or prizes for all the children at the event. Some of them are Concours entrants in the making!



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

Concours Registration Form

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

Entrant Name: _____

Address: _____

City / State / Zip: _____

Phone (day): _____ (evening): _____

E-mail address: _____

Porsche (year / model / color): _____

PCA Region: _____

Select an entry option & check the box:

- Full
- Top Only
- Track & Race Car
- Park & Wipe

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

Steve Ross
49 Village Brook Lane
Natick, MA 01760

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

Pylon Dodging - NER Autocross Series Round #4

Saturday, September 8th @ Fort Devens

The Northeast Region in conjunction with the good folks at Ira Porsche present the fourth event in this year's series, again to be held at the spacious Moore Airport at Devens, Mass., on Saturday, September 8th.

Notable this year is the emergence of some new talent in the series standing — autocross committee member and recent transfer to the region Noel Swartz in Class 7 (911SCs and Carreras), former autocross chair Eric Kessell in his 964 (Class 10), and returning member Roger Warren in his 997 in Class SS11, to name a few.



Our sponsor for this event is Ira Porsche on Rte 114 in Danvers, now housed in its own building at the Ira complex. Old friend and Sales Manager Rick Scourtas invites all PCAers to visit their facility and see the large inventory of new and pre-owned Porsches. Ira sales is open seven days a week, and their vast service facility and parts department stand ready for your every Porsche need.

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. □

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22nd Anniversary Zone One Autocross



October 6-7, 2007 - Seneca Army Depot - Romulus, NY

The Event

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

Cost

\$35/person pre-registration until 9/21/07
 \$55/person after 9/21/07 or at event
 Prices are for one or two days;
 Maximum 2 drivers per car per class;
 Dates refer to postmark.

Hotels

The Falls Motel (www.thefallsmotel.com)
 239 N. Genesee St., Montour Falls, NY 14865
 Phone: 607-535-7262 & Email: cps239@aol.com
 Rate: \$80/single & \$95/double + tax
 Ask for "Zone 1" group rate

Holiday Inn – Auburn / Finger Lakes Region
 75 North St, Auburn, NY 13021 (ph) 315-253-4531
 \$109.95 2 double beds/\$119.95 1 king bed + tax
 Ask for "POR" code for group rate

You must book by 9/5/07 for group rates

Event Contacts

Zone 1 Autocross Chair: Don Coburn
 (516) 804-2562 & AutoxerPCA@aol.com
Zone 1 Registrar: Henry Hoeh
 (631) 582-3226 & lgplus@optonline.net

2007 - Zone 1 Autocross Registration Form - Pre-registration Open NOW

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

Entrant: _____	Model/year: _____
Co-entrant: _____	PCR class: _____
Address: _____	Sat. Dinner: \$25/person x _____ persons = \$ _____
City/State/Zip: _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
Phone (eve): _____	Total Amount Enclosed: \$ _____
E-mail: _____	
PCA Region: _____	Checks payable to: Zone 1 PCA (US Funds Only)

Mail to: Henry Hoeh, 65 Joyce Dr, Hauppauge, NY 11788

Series Championships To Be Decided At The Final Autocross Event Saturday, October 6th - Sponsored By



Our final event of the year, where many of the class championships will be determined, is sponsored by the folks at Randolph Racing. Kevin Saltzman and his crew are experienced at preparing your Porsche for Driver Education, Club Racing, or autocrossing, with many customers victories proof of their cars' enhanced capabilities. In addition routine maintenance on all Porsche models as well as street performance upgrades are also available. Conveniently located outside of Stoughton Center, call Randolph Racing for your Porsche needs.

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!

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Fall Vineyard & Winery Tour & Lunch Along The Coastal Wine Trail Saturday, October 13th

We don't have to fly to Napa or Sonoma counties; we don't even have to drive to New York's finger-lakes. Instead, polish up your Porsche and join NER's fall tour of vineyards and wineries along southeastern Massachusetts' Coastal Wine Trail. We will meet at a convenient point (details later) near the southern terminus of Route 24 in the Fall River area. Then it's off the highway and onto the byways for some autumn cruising and coastal scenery.

We will, more or less, follow the back roads of the Coastal Wine Trail as it winds through Southeastern Massachusetts and Rhode Island. First we'll head west towards North Dartmouth and a drive by the Running Brook Vineyards (www.runningbrookwine.com). Then we'll continue south heading for Buzzards Bay and our first stop, the Westport Rivers Vineyard and Winery (www.westportrivers.com) in (no surprise) Westport. Well known for its excellent sparkling wines, Westport River also features Riesling, Chardonnay, Pinot Noir, and an unusual Russian wine, Rkatsiteli.

Our stop at Westport Rivers will include a tour of the winery, and of course, time for tasting their products. Then it's back to our cars (only tasting guys!) and heading southwest to Sakonnet Vineyards (www.sakonnetwine.com) in Little Compton, Rhode Island. Sakonnet features Chardonnay, Gewurztraminer, Pinot Noir, and a unique hybrid, Vidal Blanc. They also make authentic Ice Wine and Port. After a tour and tasting, plan on lunch at their tasty Coop Café.

After lunch, our official tour is over and members can head north back to Route 24 and home. For the more energetic or adventurous, maps will be provided to the remaining two wineries on the Coastal Trail: Greenvale Vineyards (www.greenvale.com) in Portsmouth, RI and Newport Vineyards (www.newportvineyards.com) in Middletown, RI.

Mark your calendars. Full details will appear in the September *NOR'EASTER*. Any questions? Contact Win Perry at wperry@winbro.com or call 781-933-5300 x 104 during business hours. □



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Porsche News

Copy & Photos Courtesy of Porsche Cars North America

PORSCHE® CARS NORTH AMERICA ANNOUNCES TEAMS FOR 2007 TRANSYBERIAN RALLY

ATLANTA, July 11, 2007 --- Three Cayennes from Porsche Cars North America will be among the 50 entries to the Steppes of Russia, the challenging foothills of the Urals and the fearsome Gobi Desert in this August's TransSyberian Rallye, a true contest of man and machine versus nature.

Beginning August 3rd in Moscow, the three Porsche Cayennes will set out on the 3,850-mile route traversing the Ural Mountains, winding through pristine sub-arctic forests up to the rugged peaks of the Altai Mountains, continuing across the sprawling, barren Mongolian plains and through the legendary Gobi Desert, the southernmost point of the rally, prior to reaching the finish line August 17th in Ulaanbaatar, the Mongolian capital.

"It will be a grueling 15 days," said Peter Schwarzenbauer, president of Porsche Cars North America. "I believe that this rally not only demands the most from the driver and co-driver, but from the vehicle as well. It will take power, toughness and absolute dependability to conquer the challenges this rally presents."

The three teams, two from the United States and one from Canada, are comprised of some well known names in North American Motorsports.

* Team USA 1 – Rod Millen and Richard Kelsey

Millen has won rally championships on three continents. He has won a class victory at the 24 Hours of Daytona; dominated the Mickey Thompson Off-Road Racing series winning the truck title three years in a row; He is also a multi-time overall winner of the famed Pike's Peak Hill Climb. Kelsey has won both as a driver and co-driver At the Baja 1000, The Pike's Peak Hill Climb and the SCCA National Rally Championship

* Team USA 2 – Jeff Zwart and Paul Dallenbach

Between Jeff Zwart and Paul Dallenbach, the team has accumulated nine overall and class championships at the Pike's Peak Hill Climb, the 2nd oldest race in the U.S. In addition Zwart has been U.S. Open Class PRO Rally champion and a class-winner at the infamous Baja 1000. Dallenbach's credentials include being a three-time winner of the Alcan Rally and includes racing in almost every professional road-race series in SCCA and IMSA

* Team Canada – Kees Nierop and Laurance Yap

Nierop has won an overall victory in the legendary 12 Hours of Sebring in addition to numerous other endurance racing wins; Rothman's Porsche Cup champion; Co-drove the Porsche 961 (the racing version of the iconic Porsche 959) for the factory team. Laurance Yap is an award-winning journalist and photographer from Toronto, Canada who writes for such publications as Driven, the Toronto Star and CanadianDriver.Com

While the North American teams will compete against entries from Europe, South and Central America and Asia, all of the teams will have to compete again the same unrelenting elements on the plains, mountains and desert of Eurasia.

"This is an extreme form of competition and with the toll this route could potentially take on the participants, the comfort of the Cayenne will be a tremendous plus as well," said Schwarzenbauer.

The Porsche Cars North America entered teams will be competing in all new 2008 Porsche Cayenne S TransSyberias which have been specially built and prepared by Porsche for long-distance rallies and will be making their debut in the TransSyberia Rallye. The modifications are primarily to meet required safety regulations (roll cages and padding; additional seat belts, etc) and to enhance off-road durability (skid plates; auxiliary lighting, etc); the mechanical components of these specially prepared Cayennes remain unchanged including their new 4.8-liter, V8, 385 horsepower direct injection engines.

For further information on the 2008 Porsche Cayenne TransSyberia, go to: www.porsche.com/all/Transsyberia2007/international.aspx. For additional information on the 2007 edition of the TransSyberian Rallye, go to: www.Transsyberian-rallye.com

Porsche to Unveil New Powerhouse 911 GT2 at Frankfurt Motor Show

ATLANTA - July 16, 2007 - With a stunning 530 turbocharged horsepower and the most revolutionary design in the industry, Porsche will reveal its most powerful production 911 ever on September 11, 2007 at the Frankfurt Motor Show. Based on the current 911 Turbo, the 911 GT2 will easily ascend to lead the impressive Porsche family of vehicles.

New features such as large air intakes at the front and the rear wing, coupled with the rear-wheel drive and manual six-speed gearbox, express the elite performance abilities that are exclusive to this outstanding model. This high-performance athlete accelerates to 60 mph in just 3.6 seconds and reaches a top track speed of 204 mph.

530-Horsepower Twin-Turbo Engine:

The power unit of the new 911 GT2 is based on the six-cylinder boxer engine of the 911 Turbo, with air supply driven by two exhaust gas turbochargers featuring variable turbine geometry (VTG). The 3.6-litre boxer engine achieves a maximum output of 530 (SAE) horsepower, an increase of 50 horsepower from the previous 911 GT2. The power increase is provided by two turbochargers with a larger compressor wheel and a flow-optimized turbine housing raising turbocharger pressure to an even higher level.

Decreased Fuel Consumption:

The new 911 GT2's expansion intake manifold, which uses



oscillating air in the intake during the cooler expansion phase, keeps the temperature of the fuel/air mixture even lower than in the 911 Turbo. This results in a significant increase in

all-round efficiency, with fuel consumption down by up to 15 percent under full load despite the increase in engine output. This is a genuine innovation for turbocharged power units.

Functional Design Features:

A number of elements set the new 911 GT2 apart including the new achievements in emission management and control. This is the first Porsche homologated for the road to feature a muffler and tailpipes made of titanium as standard equipment. This expensive material reduces weight by approximately 50 percent vs. a comparable component made of stainless steel.

The new 911 GT2 comes as standard with PCCB brakes featuring brake discs made of a composite carbon fiber/ceramic compound ensuring highly consistent and maximum stopping power. Also standard is the electronically controlled Porsche Active Suspension Management (PASM) system.

The GT2 comes on 19-inch light-alloy wheels filled with 235/35 ZR 19 front sport tires and 325/30 ZR 19 rear sport tires. It is scheduled to make its North American debut in early 2008 at a US price of \$191,700. □



2008 Porsche 997 GT2

Autocrossing - An Acquired Skill

Copy By Bob Canter, Photo By Elizabeth Swanson

Recently I was asked to write an article about my experience autocrossing. Boy, where to start. I guess I would have to start with all those years of not having a Porsche and day-dreaming of what it would be like to drive a car that has that kind of handling ability. Then the day arrived in December 2003 when I purchased my used 84 Carrera and now what to do with it. Don't get me wrong; those weekend drives to the country or the ocean still now three and a half years later still bring out a rush in me every time I get behind the wheel. Unfortunately the traffic laws of this state continually act as a roadblock to pure satisfaction.

My first Autocross was June 2, 2004. I came in last place, 33 seconds behind the first place finisher in my class but I was hooked. For the remainder of 2004 and into 2005 I worked extremely hard at maintaining last place. Boy did I have a lot to learn about driving and this is where one of those side benefits that you don't expect or think about materializes and you become forever grateful. What you quickly realize is that it is the people at autocrossing that make it such a great experience. From my first instructor Tom Tate to Mark Schnoerr, Sigrid Schnoerr, Ron Mann, Lisa Roche, Joe Kraetsch, Steve Ross and a list of people

too long to mention, what a great group of people. If you like to talk Porsches, driving, handling, apexes, braking, speed or any subject that comes to mind or if you want or need help to become a better driver everyone there will help you do exactly that.

Finally in 2006 it somehow all started to come together. Lo and behold I was actually becoming "competitive". My times have continually come down and rankings have improved. I've gotten much better at understanding when and how to brake, how to use the gas to straighten out the rear end and how, where and when to turn.

Personally I am fortunate that in my class is Chris Ryan. Chris and I both started back in 2004 with similar experience. We have become good friends and our skill level has closely mirrored each other's as we have seemingly pushed each other to improve and advance in the standings. We also happen to have identical 84 Targa Carreras except his is a metallic maroon and mine is black. Of course whenever I finish ahead of Chris I tell him the reason was that metallic maroon is a heavier paint than black which makes my car lighter and faster than his. When he finishes ahead of me, he reminds me he did that even with the paint handicap.

continued on page 36



Bob Canter

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Sixty-Five Competitors Race Round The Cones

Copy By Steve Ross, Photo By Elizabeth Swanson

A slightly cooler but still comfortable day greeted the sixty-five participants in Northeast Region's second event of the year. Our friends at Autobahn Performance in Peabody supplied some nice door prizes including some cleaning products from their new Klasse line. As always Don Wolcott, Nann W. and Lisa Roche kept the registration line moving smartly along, while Ron Mann designed another well-accepted course, a bit longer than he wanted but with an amazingly low number of reruns. Substitute tech line workers Bill Caterino and Steve Smith quickly and efficiently checked all the entries for safe operating condition. The timing crew of the Berrys, Steve and Alex with assistance from Chris Tuck got the timer up and running for a 10:15 start time and our "lunch lady" Suzy breezed through the ordering for the hungry troops.

New this event was our "green initiative" beginning a recycling program where we gather an entire 30 gallon bag full of cans and bottles which were properly deposited in a local town's transfer station. Next event the hope is to do the same for cardboard trash.

A large contingent of novices, 15 to be exact, were expertly instructed by a cadre of seven instructors who volunteered to lend their expertise to the group. All drivers had the opportunity to partake in seven timed runs with the fastest time counted in their respective class competition.

A large showing of SS11 cars, late model 996 /997s had 12 competitors but again Roger Warren, Rhode Island resident who returned to the autocross wars after a few year hiatus topped all with his 997. Not one but two yellow GT3s showed up, and word is that a new member will be bringing his GT3-RS to the next event, nothing like overkill.

Class seven, consisting of SC and Carrera model 911s has become a great battleground for Robert Canter, Chris Ryan and Noel Swartz as they all were with less than a second apart after the 7th run.

It would seem odd to pit an improved 993 Twin Turbo against a 1970 914-6 but Charles Stroy Meyer and Mark Skala respectively both turn in times within fractions of each other this time was Charles turn to win after Mark's victory during event one.

Ron Mann, running unopposed, set the fastest time of the day for Porsche drivers at a blistering 1:16.3, while John MacDonald was overall fastest in his D13S at 1:12.3.

After a community effort to pack up all the equipment and clear the area of any debris, smart looking glass mugs were presented to the winners, the requisite grip and grin picture was taken and a number of entrants adjourned to the local watering hole for some after event "bench racing" and cool refreshment. □



Class & Novice winners at Autocross #2 - Sponsored By Autobahn Performance

Results Autocross #2 - Sponsor Autobahn Performance

Class	Place	Entrant	Car	FTD
1	1	Tom Tate	914	01:20.8
	2	Richard Towel	914	01:21.1
2	1	Paul Tosi		01:21.9
	2	Joe Kraetsch	924S	01:22.1
	3	Lisa Roche	944	01:23.1
	4	Michael Tosi	924S	01:23.3
	5	Michael Orsini		01:37.7
4	1	Jack Saunders	944 S2	01:46.4
5	1	Don Wolcott	968	01:23.2
6	1	Francis O'Day	916-6	01:31.2
7	1	Robert Canter	911	01:24.1
	2	Chris Ryan	911	01:24.8
	3	Noel Swartz	911 SC	01:25.0
	4	Gerald Fitton	911 SC	01:31.5
	5	Jeff Johnson	911	01:31.8
8	1	Steve Ross	Boxster	01:24.0
	2	Stephen Keen	Boxster	01:25.7
	3	Amalta Tagarts		01:26.4
	4	James Carolan	Boxster	01:27.4
	5	Suzy Ascher	Boxster	01:28.2
9	1	Greg Osche	Boxster S	01:20.5
	2	Chris Osche	Boxster S	01:23.9
95S	1	Craig Crossley	Boxster S	01:26.4
	2	Cuan Coulter	Boxster S	01:26.9
	3	Carol Hottenrott	Boxster S	01:27.7
	4	Lee Coulter	Boxster S	01:28.0
10	1	Janus Cole	911	01:27.8
	2	John Bergen	911 C2	01:30.3
	3	Vito Perma	911	01:35.6
11	1	George Dominiak	993	01:18.0

Class	Place	Entrant	Car	Car
11SS	1	Roger Warren	997S	01:22.6
	2	Dick Demaine	996	01:23.4
	3	Bill Davison	911 C4	01:24.1
	4	Brian Cottle	C4S	01:24.3
	5	Mustafa Urgulh		01:26.1
	6	Brian Cooner		01:27.0
	7	Andrew Roy		01:28.3
	8	Noah Parekh		01:30.1
	9	John Schrum		01:31.4
	10	Glenn Champagne	996	01:32.0
	11	Len Ho		01:36.8
	11	Clarke Bayley		01:38.5
12	1	Dave Grant		01:24.5
13	1	Stephen Berry	944 S2	01:19.6
	2	Alex Berry		01:22.1
	3	Steve Smith	944	01:25.5
14	1	Charles Stromeyer	911TT	01:16.6
	2	Mark Skala	914-6	01:17.8
	3	Chris Ruggles	GT3	01:18.1
	4	Christopher Tuck	911S	01:20.3
	5	Luke Perry	Boxster	01:22.1
	6	Bill Caterino	Boxster	01:22.5
	7	Winfred Perry	Boxster	01:23.5
	8	Jon Swanson	911	01:26.0
	9	Adam Snider		01:29.4
	10	Philip Rudnick		01:32.1
	11	John Ratichek	911 SC	01:32.2
	12	Elizabeth Swanson		01:38.1
15	1	Ronald Mann	911	01:16.3
16	1	John MacDonald	D13S	01:12.3
	2	Bill Seymour	S7	01:25.4
	3	Nate Hollander		01:29.7
	4	Marc Corbacho	Boxster	01:29.9
	5	Alex Corbacho	Boxster	01:33.9
	6	Roger Cottle	C4S	01:35.8

NER Hits The Track

Copy By Laurie Jitts, Photos: Bill Putnam @ Mont Tremblant, Calabogie Staff Photographer

So the Northeast Region's Drivers Education season finally got started, and what a start it was. As Pete (trailing his brand new GT3RS) and I led a ragtag caravan of Andersons and Baders out of the liquor store in New Hampshire and started north towards Mont Tremblant, the anticipation was palpable. All the planning, emailing, panicking and sleepless nights were over and now it was time to hit the track.

The trip up was uneventful other than the occasional horrific rainstorm and the fact that our little caravan seemed incapable of all being on the same stretch of road all at the same time. In the end we all arrived at the track together (more by coincidence than good planning), trailers were dropped on the newly re-paved carpark and it was off to town to reacquaint ourselves with everything that Tremblant has to offer.

For those of you who have never been to Tremblant in the middle of the Blues Festival, you really deserve to add it to your calendar for next year. It is the only event on my usually busy summer track schedule that my wife will attend. The number of other extended families including parents, children and pets that show up annually attest to the fun and friendly nature of the town. The almost limitless activities (aside from the great music) seem to ensure that everyone has something to keep them busy. Between the running, hiking, shopping, riding the luge, going to the spa, more shopping, the guided ATV off road adventure and the Birds of Prey exhibit-- to say nothing of the eating and drinking-- it seemed like in the 5 days we spent there was never a spare moment. Oh, and somehow we managed to fit 3 days on the glorious Le Circuit Mont Tremblant.



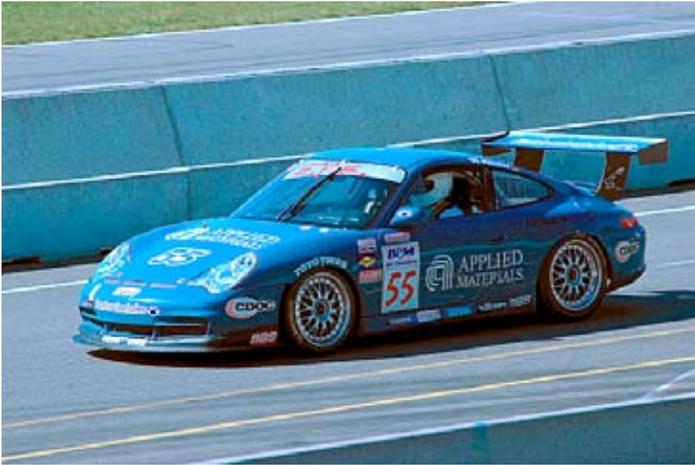
A new hot GT3 RS in the paddock at Mont Tremblant

LCMT, for those who have not driven it, is a magnificent circuit in many ways. Its setting is perfectly nestled in a picturesque Canadian forest of conifers and right on an idyllic lake. It also happens to be one of the great drives. The surface is almost perfect and the layout remains challenging no matter how many times you have lapped it. Years after I first drove the track I still maintain that the sensation of feeling the car skip a little sideways as you crest the blind apex of turn 2 before hammering down towards the esses is amongst the most thrilling rides you can have.

The event itself (my first as Track Chair) went far better than I might have imagined a week earlier as I was still madly scram-



NER Track Chair Laurie Jitts at Calabogie



Goodloe Suttler at Mont-Tremblant

bling with schedules and insurance and all the stuff that I had previously taken for granted. It was great to see so many new faces at one of our events and the smiles that remained throughout the 3 days seemed to indicate that everybody was having a great time. After patchy weather on day 1 we held what I think will become a new tradition at LCMT – the meet the newcomers drinks at the track. Judging by the crowd and the laughter, it seemed to be an event everybody enjoyed. Day 2 turned on perfect weather and another safe day of fast fun. Day 3 started well but was cut short by a series of sudden thunder and lightning storms – unfortunate but... we can't

control everything. Frank Osborne can attest to the severity of the storms as he had to take fast refuge in the port-o-let to avert the lightning strikes while working flagging duty at corner ten! Additionally, we had some wildlife adventures - a poor turtle lost his life, unable to cross faster than the oncoming cars (don't instructors tells you not to hit the turtles?!), Sabine had a run in with a raccoon while working at flagging and there was sighting of a wayward fox. Fortunately, the deer stayed well away from the track during our stay. During the event we ran various fundraising efforts for Angle Flight: a car wash with the assistance of the Betterley clan, lunchtime touring laps and for a brave few, a taste of the track passengering with an instructor during a hot session. From these various ventures we raised in excess of \$900 for our chosen charity. Thank you to all that participated. In all, I think most would agree that there was plenty of track time and the event was a complete success.

On a personal note I would like to thank all the volunteers and helpers without whom the event could not have been the success it was. At a DE event everybody is expected to pitch in and help to make it all work, and almost without exception everybody more than did their bit. There were also some who stood out as going above and beyond -- to name but a few: Igor, for always being available to do anything from spreading speedy-dry to taking several extra shifts at staging, the entire tech line including Goodloe, Tom, Chris, Nancy, the Anderson family, and sundry other "volunteers" for always being the first at the track

continued on page 32



One of several complicated corners at Calabogie



The Red Run Group Instructors were first to drive the Calabogie track



There were a lot of entrants at the Calabogie event

ready to get us all out there. Thanks also to all of the instructors who worked tirelessly throughout the three days, to Pete, Fran, Ray, Beth, Joyce and Michelle for manning the control tower, and to Fedele, Sabine and Frank for selflessly taking a flagging position on turn 10 when we turned up one flagger short on day 3. Finally, thanks to the entire track committee for their unending commitment to making our DE program the best it can be.

With our first event wrapped up many of us then headed on to Calabogie for our second event of the season – this time a joint event with our friends from Upper Canada and North Country. LCMT wrapped up on Wednesday and we were due on the track at Calabogie on Friday. The drive across was very pleasant and a short 3 ½ hours including a delightful ferry ride. Calabogie itself is in a fairly remote part of Canada north and west of Ottawa and is somewhat different from the Tremblant experience. Nonetheless it has a certain underdeveloped charm all of its own – the area is beautiful to say the least. The locals are more than welcoming and there are just enough sights, bars and restaurants to keep everyone entertained.

Friday at Calabogie was instructor / advanced day where the intention was to learn the track (most of us had never driven it as it is a new track) before teaching it the next day. Saturday and Sunday were a more normal Drivers Education event with drivers of all skill levels. In all over 170 drivers turned out for the inaugural joint event. Despite a few surprises (like no public address system and therefore no way of communicating with the crowd) the event was expertly run primarily by the UCR crew.

To describe the circuit in words could never do it justice. In all it has 23 turns that all seem to have a unique feel to them and many of them are unsighted or even worse (or better depending on your intestinal fortitude) seem remarkably similar as you are approaching them. At the end of 3 days on the track I was finally coming to grips with some of the nuisances but still feel like another 10 days will be required before I will be really comfortable. Calabogie is a definite for my calendar next year and I would thoroughly recommend it to those seeking a new adventure.

Despite the occasional rain storm and the newness of the track to everyone involved the event turned out almost incident free – a testament to the quality of the drivers that showed up. Noise did turn out to be an issue for some drivers (as it was predicted it may be) and Goodloe has written an excellent accompanying article that will be of interest to anyone who is intending to attend in the future. Thank you to Stan, Steve and Markus from UCR and Paul and Tom from NCR for helping to create a great camaraderie and a new feeling of cooperation amongst the regions.

In a few days I will be heading off to Watkins Glen for our next event, hope to see many of you will be there. ☐

Charity Efforts at LCMT Yield over \$900

By Joyce Brinton

As other articles in this month's *NOR'EASTER* report, the DE event at LCMT (Mt. Tremblant, Quebec) was a great success for many reasons. This article is focusing on the three charity activities that took place during the DE event. Those three activities yielded \$935 in donations for Angel Flight NE — a group of private pilots who provide air transport to medical facilities, primarily from rural areas.

On Monday and Tuesday, July 9th and 10th, more than 20 cars participated in the Touring Laps at lunchtime. While many of the cars were track cars with family and friends as passengers or drivers, others were tow vehicles of all sorts. In addition, a number of our instructors with dedicated track cars gave the professional corner workers a ride. Special thanks go to Carol Searle, Janis and Paula Reiters, and Michele Wang for giving up most of their lunch break to work at staging, and to Jack Kelly and Laurie Jitts for driving the pace cars.

On Wednesday, July 11th, we offered our first formal Taste of the Track — this is an opportunity for people over 18 years old to ride as passengers with instructors in a regular DE session. We had nine people sign up for a Taste of the Track, despite rather iffy weather conditions. Special thanks go to all the instructors who volunteered: Laurie Jitts, Peter Tracy, Bruce Hauben, Steve Bader, Lincoln Avery, Paul Avery, Pete Donohoe, Dave Karl, David Husak, Rick Betterley, Fred deNapoli, Win Perry, Mark Gallagher, Tom Buckingham, Don Moberg, Suzin Koehler, and Robert Cohen. While not all were needed at this event, it was great that they offered to help out.

Finally, two young men who came to LCMT with Rick Betterley and his wife, Jeremy Betterley and C. J. Monahan, provided car washes on all three days. They were ably assisted by Alex (we think deNapoli). They washed a lot of cars and tow vehicles, a service much appreciated since the rain meant lots of mud-splattered cars and trucks.

Keep in mind that some of these charity activities will be repeated at our Mosport DE event in August — details will be posted on the website — so, if your family missed out at LCMT, maybe they can enjoy touring laps or a Taste of the Track at Mosport. ☐

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Upshifting- continued from page 5

for the five-minute crossing, so our wait was no more than two minutes. In fact, we could see one of the other ferries leaving the other side before they even began loading our ferry and we were wondering if maybe there was another dock they would use. They used the same dock we vacated 30 seconds later, a well-run operation. The fee for the truck, passengers and trailer was \$12 CA. In fact, it is based on the number of axles, so even the Weber's or Brensinger's two-car trailer would have been \$12 CA.

The Calabogie track was real hoot. I had grave misgivings beforehand, as I kept thinking that 20 turns in 3.0 miles (for a reference point Watkins Glen is 2.45 mi with 11 turns) would be like an autocross, not my idea of a fun track. The best time for a 996 GT3 Cup at the Watkins Glen race this year was 2:00 minutes (997 GT3 Cup was 1:57) making for an average speed of 73.5 mph. We were told that Calabogie's record lap is now 2:10.5 set in a GT3, which translates to 84 mph. Whether it was a 996 or 997, street version or Cup only changes the WGI speeds by 8 mph. My point being that Calabogie is a higher speed track than WGI.) I was proven wrong, and highly recommend the track to those of you who can meet the dB maximum limits. Be forewarned that the little kinks shown on the track maps are for the most part, significant turns, albeit very high-speed sweepers, and great fun. Twenty turns also had me a bit concerned when I began driving and learning the track, "where the hell am I now" was a frequent internal cry. However, I quickly overcame that by putting multiple turns together both in my mind and in practice. For example turns 2/3 and 5/6, both double 90° (+ or -), one with a decreasing and another with an increasing radius, can be viewed as double-apex single turns. Turns 9B (one of the kinks), 10 and 11 (the entrance to the "duck's head" group of six interconnected turns) I viewed as one big sweeper rather than three individual corners. My point here is that one does not have to remember 20 different turns and corners but 10-12, depending upon your preference for grouping turns together.

As both Joyce and I were worn out after six days on the track (with students and riding with White and Black Group drivers, I was on the track 50% of the time) we packed up early Sunday afternoon and had an easy eight-hour trip home, not counting gas and border crossing stops. In fact, my GPS found two shortcuts between Calabogie and the 1000 Islands crossing, reducing the MapQuest route with which I was comparing it. So, coming full circle, dear reader: try it, you'll like it. We're ready to do it again next year.

Sounds like George Carlin but they ain't!

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to "put your two cents in," but it's only a "penny for your thoughts?" Where's that extra penny going?

Once you're in heaven, do you get stuck wearing the clothes

you were buried in for eternity?

What disease did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they "slept like a baby" when babies wake up, like, every two hours or, "she "eats like a bird" when birds are constantly eating?

If a deaf person has to go to court, is it still called a hearing?

Why are you IN a movie, but you're ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why do doctors leave the room while you change? They're going to see you naked anyway.

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat?

Can a hearse carrying a corpse drive in the carpool lane?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

continued on page 36

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If Wile E. Coyote had enough money to buy all that ACME crap, why didn't he just buy dinner?

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Do the *Alphabet Song* and *Twinkle, Twinkle Little Star* have the same tune?

Why did you just try singing the two songs above?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

Do you ever wonder why you gave me your e-mail address in the first place? ☐

So what should you expect if you should decide to try autocrossing. Expect fun. Expect an adrenalin rush. Expect to hear yourself go "wow" when you post your fastest time of the day. Expect to become a better driver. Take a moment, imagine yourself driving your Porsche up to the starting line and ahead of you is an obstacle course of cones. The starter gives you the go sign, you lift the clutch, hit the gas and you are off driving your Porsche thru a series of turns and corners at speed in the way you know your car was meant to be driven. Trust me, there is no street in Massachusetts that will bring the same smile to your face after this driving experience and not get your license revoked. The best part is that you get to do this 6 to 8 times each event. I guarantee the more events you attend you will see a continual improvement in your skills.

I also don't want to forget to mention that after each event many of us head to a local tavern called O'Hanlons. Remember as a club it's just not about the driving. ☐

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track notes I had downloaded from Trackpedia. It also gave me an opportunity to meet many of the other drivers who were parked near me. Some of the drivers I met while at my first DE in NH, others I knew from other NER events, and there were still others that this was the first time I had met them.

We were all in good spirits and looking forward to the day's sessions. Granted the track was wet but that wouldn't deter us. When the time finally came to go out for the first run, Bruce took to the wheel to show me the track and talk about the line he would want me to drive. With the track being wet, I was not in a rush to go out there blindly and appreciated the chance to observe the course while not having to drive.

The track was amazing with a few slippery spots. The esses in turns 4 and 5 were particularly slick and, since my car doesn't have any of that new fangled stability control stuff, you really needed to be mindful of how much speed you were carrying into and out of those turns.

When I did my first lap of the track I was focusing on all of the visuals that Bruce had given me along with trying to be smooth with my inputs. The smoothness was particularly important due to the wet track conditions; jamming on the brakes, hitting the gas, or jerking the wheel were all recipes for disaster.

As the day wore on and I got more seat time, I slowly increased my speeds while trying to keep my smoothness. I can safely say that having the track wet allowed me to better focus on my techniques and avoid trying to be fast. For me it was a successful first day and in chatting with the other drivers they felt the same way. Now we were ready for some dry roads and we had heard that the next day would bring them.

The second day was dry and relatively sunny. The track was dry and hot. I once again arrived early and was inspected and ready to go well before the drivers meeting. There was a lot of excitement in the air due to the anticipation of driving on a dry track. I had plenty of time before my first run to replay the line of the track in my mind and recall all of the visuals that Bruce had taught me.

My first run of the day was great. I managed to drive the line consistently. I had good speed and I was looking forward to increasing my speed over the course of the day. My second run was fast. I left staging behind my fellow driver Glen. He and I had the track pretty much to ourselves and I ended up passing him at one point. Then I started to lose my smoothness by trying to be too fast. Bruce said to me that speed will come with smoothness, and this is so true. I backed off the speed a bit to concentrate once again on my smoothness and I gave Glen the point so that I wasn't holding him up. It still turned out to be a great run when all was said and done.

Next up was the lunchtime Parade Laps. I signed my family up for this so they could see the whole track first hand. This was a real treat and everyone really enjoyed it. Of course my boys did want me to start passing everyone! I also signed my wife up for the "Taste of the Track" event, which was scheduled for the

following day. This was so she could experience what I was experiencing.

After lunch Bruce asked me if I wanted to ride along with him in the Red run group. This was a great opportunity to see first hand the track at speed in a GT3. In no time I was harnessed in and we were hitting the track. For the most part, the line Bruce drove was almost the same as the line he had me driving. The big differences were in the braking zones and the speed through turns. I was glad that I had tightened up my harness as much as possible because when Bruce put on the brakes the car slowed down very quickly. The ride was very enjoyable and it gave me an even better appreciation for the importance of being smooth.

My last two runs of the day were both good, although the third was better than the fourth. In the fourth session I was losing my focus a bit and Bruce had me drive the entire track in third gear. This little exercise freed me from worrying about shifting and allowed me to get back on line and practice my throttle and brake smoothness.

The weather for the last day of the event started out looking promising we were all hoping that the rain predictions would not come to pass. And for a while, it seemed like that would be the case. The format for this day was a bit different since it included two enduro events for the Black and Red run groups. The rest of the groups would have three sessions consisting of two 25-minute runs and one 30-minute run. This last day was also the "Taste of the Track" day and my wife was scheduled to go out with an instructor.

My morning run went very well. I was able to build on the prior two days of driving and with Bruce's input began working on some additional techniques. One thing I couldn't do was the heel-and-toeing; this was due to the fact that my brake pedal was not correctly positioned to allow for proper heel-and-toe technique. This will be something that I will have adjusted when I bring the car into Jerry at EPE. After my morning run I quickly transitioned to a working role helping to stage and pit out cars for the next few run groups. This was my second day of working as we were in need of volunteers to fill in the gaps. Doing work assignments is a great way to learn more about Driver Education and it also helps make sure the event runs smoothly and safely. At the end of my second work shift the rain started and I was able to make it to shelter before it began to pour.

For a while it seemed as if the day were lost, but the storm moved quickly through. By the time we were ready to begin the next run group the rain was over and the track was drying out. There was a glimmer of hope that we would all be able to get our final two runs in before the next storm. But, like the turtle on the track before the carousel who thought he was in the clear and across the track, our hopes were quickly dashed by a sudden onslaught of heavy rain accompanied by thunder and lightning.

The event was ultimately cancelled and when the rain finally let up enough I began the process of packing up. While it was a disappointment to miss the last two runs, I was still very excited about the runs I managed to get in. I have already booked my next DE event at Watkins Glen and am looking to further improve my driving techniques. I can safely say that if you are considering trying Driver Education then you should consider attending next years event at Mont-Tremblant, since it is well worth the trip. □

Four Speeds - continued from page 6

also connected to the generator.

The inside light on the dash wasn't working and that took another evening to bring to life. It came out easily and 40 years of dust was washed out of the fixture and the contacts all cleaned. When reinstalled the light worked great but wouldn't go off as the door closed. Checked the door switch; it also needed cleaning and the contacts polished. So, the light was on when the door opened and went off when I pushed the door switch, but wouldn't turn off when the door was closed. Closer inspection showed that the 1/4-in.-thick cushion that should've been glued to the door to press on the switch was missing. A slice cut off of a rubber stopper from Ace Hardware and a little Gorilla Glue and the space was filled and the light comes on when the door is opened. It's actually very inviting to see the soft glow of the light saying, "come in, sit down, let's go for a ride."

There was a faint order of gas that seemed to get worst after spirited driving so I knew where to start looking. These old tubs have the gas tank in the front of the car and there are a couple of areas that are suspect. Back before there were charcoal filters to catch any automotive fumes or odors, the tanks had a plastic breather tube that went through a hole into the right fender well. With the opening outside the car any smell of gas was quickly dissipated into the atmosphere. The tube would sometimes pull off the tank or crack with age around the tank opening and that would allow fumes into the front trunk and then into the passenger compartment. The other source was the gas gauge sending unit mounted on the very top of the tank itself. After many years the cork gasket will dry out and allow gas to seep out onto the top of the tank. Fast corners will make

matters worse because that throws the gas around inside the tank with enough force to test the gasket. An inspection of the tank showed the vent tube in good shape and the gasket on the sending unit in place. However, of the six screws holding the sending unit to the tank, five were loose. There were some traces of gas residue around the unit that made the problem easy to find. A minute with a screwdriver and problem solved. I just love the simplicity of these old cars.

The tires on the car looked almost new, as they should've

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Four Speeds- continued from page 39

since the car only had about 2k miles on it since the restoration. However, the date stamp showed that they were 20 years old, well outside their useful range. Stories of disaster abound of collector cars damaged when their old tires disintegrated on the highway and took out a fender or, worse, sent the car off the road entirely. Since tires are cheap relative to the value of the cars they support, a call to my favorite tire source, Tire Rack, had a set on the way in no time. The correct size, 165 X 15, was priced at only \$29 each with \$10 added for freight. That's one more reason to play with old cars. I had a set of five tires (including the spare) in my driveway for less than the cost of one tire on my wife's grocery grabber. And since they went on 15" steel rims, the local garage was happy to mount and balance for \$12.50 per corner. When was the last time you saw that price quoted to mount and balance your tires? 1975? Did I mention that I love these old cars?

Looking back over the list above, I can see that any one of the items could've ruined Rob's road trip. It's a tribute to these cars that they always seem to come through for us. KTF ☐

Check Your Mirrors - continued from page 9

corners very flat. Although relatively new to the Glen, Maureen was not new to performance driving. She was (yet another) alumnus of the Skip Barber School and, more interestingly, also races motorcycles. She was obviously keen to exploit the performance of the car, and as she became more familiar with the track was quite pleased to catch and pass other cars, especially her fellow Lotus Club member who was driving a supercharged Exige! Watkins Glen is a very big track, so I didn't see much of Luke. However, he was doing well enough that they let him solo during the second day. Taking a 200 pound instructor out of a Miata does wonders for performance. I finally saw him out on the track, and he did a fine job of catching and passing us. Unfortunately, this event was marred by accidents. Three cars were wrecked in separate incidents, and on the second day, the DE ended early because the instructor of the car in the third accident was taken to a hospital in the track's ambulance. Fortunately, the injuries seemed minor. Otherwise it was two fine days: warm, sunny weather, and the track was in great shape having some newly paved sections.

After servicing my brakes and remounting the street tires, it was time to head east. This time, Luke and I caravanned home, driving up Lake Seneca during daylight on another lovely evening. The views and driving are even better. I will admit that, between Geneva, NY and Lexington, MA, there is an awful lot of New York State Thruway and Mass Pike. Next up (at last!) is an NER DE: three glorious days at Le Circuit Mont Tremblant. See you there. ☐



the racetrack in Brainerd, Minnesota. We were hooked from the first laps we spent on the track.

Twenty-four years later I still feel the adrenaline rush when I turn the key and head out onto a track. I still can spend hours glued to a television screen watching racing of all types.

For several years we traveled to Montreal to watch Formula 1 races live (there's no more chilling sound than an F1 engine being

wound up through the gears), and I still try to catch most of those races on television. My Internet Explorer favorites list is long on automotive links. My office is filled with automotive related artwork, as is my racecar garage. I've acquired quite a few Porsche models in various scales, and my automotive book collection is extensive.

The fun I'd had as an 11- or 12-year-old in a simple go-kart started this love affair with things automotive. Maybe a few trips up the driveway in a slow moving scooter will have a similar affect on my grandson (as all our activities affected my son Chris's similar love affair with cars!). ☐



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4 New Yokohama AVID V4S P205/55VR-16 Tires: 4 tires I bought from Tিরerack for my BMW 328i in December. Ended up selling the car before putting the tires on. They were \$89 each (\$356 for 4). Would like to sell them for what I paid and I'll eat the shipping cost. So if you were looking for these tires anyway, you can save the \$40 shipping cost. I'll deliver them to you. Pete LaRocca 781 883 7917, pjlara@verizon.net

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Paul Squarcia
Mashpee MA
2005 911

John Voyta
Martha Kilcoyne
Sudbury MA
1999 911

Henry Wallace
Southborough MA
1987 944

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Craig Hess
Boxborough, MA
from: Shenandoah
1964 356C

Dan Patrisso
Laconia, NH
from: North Country
1996 993 Turbo

Kurt L. Smith
Bedford, MA
from: Chicago
1970 911 T

Minutes - continued from page 8

will be addressed with Bob.

John provided the membership numbers – 1377 primary members for this month. He then distributed the new members contact list for the intro calls and they were divided up amongst the Board.

Moving on, Dave distributed deadlines and content assignments for the group. John has jumped back onto the wagon; both he and Bruce submitted their columns prior to the meeting. Everyone else has to turn his or her assignments around very quickly. Dave asked the group for photos of the events. Recruit volunteers at the driver's meeting to take pictures (from event start to finish) and they will be published in print and online. Susana will write up photo image guidelines so that folks will know what to do.

Matthew reviewed website usage statistics. He freely admitted that the dropped the ball with the Goodie Store. There is a demand for logo items and we should be ready to accommodate the requests. He and Susana will work together to make it happen (in time for Christmas gift giving)!

Under new business, Ron, Nominating Committee Chair, has appointed his Nominating Committee. Andy Jenks and Noel Schwartz will be assisting Ron with recruitment of a slate. Any interested member can contact any member of the current board or any of the Nominating Committee to ask any questions or volunteer to run for office.

Having nothing further to discuss, this meeting of the Board was adjourned at 8:50pm. The next meeting will be held at Treasurer Cohen's on August 7. □

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