



# THE NOR'EASTER

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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.





# Out In The Passing Lane

Dave Weber



For twenty years the view out my primary office window encompassed two of Gloucester's most notorious bars. Bill's and The Green Tavern, along with the Crow's Nest, form the 'Bermuda Triangle' of bars surrounding our office, and were made famous in the book *The Perfect Storm*. When I first started working in Gloucester I learned that the windows on The Green Tavern were purposely small to make it difficult to throw patrons through them. Bill's unsavory reputation was such that I walked quickly past the building whenever I headed out for lunch. I once joined two of my peers for lunch at the Crow's Nest just to check out the atmosphere that was chronicled in the book. On that occasion the three of us ordered hamburgers, and were informed by the waiter that they only had enough meat for 2 ½ sandwiches. Food wasn't and isn't today why one visits that bar.

Over the past several months things have begun to change. First the local Moose Lodge purchased The Green Tavern for their new home.

***Most people in Gloucester will not mourn the passing of these two bars, but their passing will end a rather colorful chapter in the city.***

I cheered that transaction as it eliminated a number of problem patrons from the neighborhood. Yesterday I signed (on behalf of Gorton's) a purchase and sales agreement for Bill's. We'd wanted to purchase the building housing Bill's for sometime, but couldn't get the owner to accept our offer. Finally the slowdown in the real estate market convinced him that he wasn't going to make a killing selling the building for a condominium conversion.

Within sixty days we hope to demolish the building (it's in really sad shape and repairs would be cost prohibitive), eliminating yet another problem business in the community. We'll no longer be dealing with bar patrons hanging out at night outside our R&D facility, pulling up our flower plantings (I can't explain that behavior!) or leaving little booze bottles smashed on the sidewalk.

Most people in Gloucester will not mourn the closing of these two bars, but their passing will end a rather colorful chapter in the history of

Gloucester. In passing I probably should mention that our R&D facility currently occupies a portion of a fourth bar that, years ago, was located next to Bill's. That bar also had a rather colorful history. In the sixties it was owned by the brother of a city councilman (still in office today), and the principal entertainment for bar patrons was female Jell-O wrestling. It must have been an entertaining section of town back then — Jell-O wrestling on one side of the street, bar fights on the other side.

Last weekend I successfully completed the annual conversion of my garden tractor from lawn mower to snow thrower. In past columns I've detailed the hassles I've dealt with and the injuries I've incurred. Usually the task takes hours to complete because I can't remember the steps that must be followed, or because I can't find necessary parts. This year everything went smoothly and quickly. I had all the necessary parts and followed carefully the written instructions. The entire task took maybe an hour and a half to complete, and if I hadn't slipped lifting the cab

in place I wouldn't have needed two bandages! I'm now ready for snow to fall, but I'm hoping for another light snowfall winter like last year. The 'thrill' I used to get from using the monster snow thrower is long gone.

Prepping for winter is such a pain.

The deck furniture needs to be stored inside, the annuals pulled out of the garden areas, gardening tools put away along with bird bathes, flower pots, pool equipment, and hoses. Leaves and pine needles make a mess of things and take forever to cleanup. Then there are the snow shovels and related winter gear that need to be hauled out of storage. When those tasks get completed it's time to put the snow tires on Susana's Audi TT, and prep our other vehicles for storage. Every weekend in November I'm engaged in some task I'd rather not be doing. No wonder I'm headed off to bed by 8:30 pm lately.

There's not a lot happening related to cars lately in our household. I did send a Valentine radar detector back to the manufacturer for repairs. The unit was back to me in four days (including shipping in both directions) which tells me that their service is as good as their product. They'll repair and upgrade any Valentine sent in for service for the fixed cost of \$45, and they do it quickly — that's pretty impressive.

*continued on page 36*

# Upshifting

Bruce Hauben



Welcome to Chapter II of my on-going frustrations with customer service in general and automotive matters in particular – actually only Chapter II in the present context, probably Chapter MDCX of my LKV years. Last weekend when Joyce and I were in the midst of a site visit to a prospective '09 Ramble site (more on that later) and the semi-annual Zone 1 meeting in up-state NY the Volvo's brakes went bad. Not enough to prevent us from getting home, but squishy enough that I left extra room between us and any vehicle in front and enough time to pump the pedal when necessary. Yes, I had checked the fluid reservoir and that was full. The pedal felt exactly like your track car does when you stretched the brake bleeding interval too far.

So, first thing Monday morning I called our Volvo dealer (who may become our 'late' Volvo dealer) and fortunately as it was Thanksgiving week, was able to get the car into them the very next day *and* a loaner was available. Usually it is a week or two wait for a loaner. This boded well for

## ***Isn't it amazing how sports' metaphors, sayings, and analogies permeate our everyday conversation and writing?***

us as we planned to drive to CT for Thanksgiving and then the following Monday/Tuesday to The Balsams for more '08 Ramble work – *please look elsewhere in this issue for preliminary information on the '08 Ramble*. Tuesday afternoon I got a call from the service writer that we needed a new master cylinder and front wheel bearings – I had also asked them to check the right front as when under hard left turns a rubbing sound could be heard from the right front, under load – and those parts were not in stock but would be in the next day and we could have the car back Wednesday. Doesn't it seem to you that these are fairly common wear items and should be in stock?

Late Wednesday afternoon I got the call that the car was ready I briefly considered waiting until Friday to pick it up due to the inconvenience and traffic in making the hour trip the afternoon before Thanksgiving. But Bruce being Bruce (isn't it amazing how sports' metaphors, sayings, and analogies permeate our everyday conversation and writing?) I don't like keeping a loaner longer than is necessary, so I asked Joyce if she wanted

to go for a ride- wrong decision on her part- and we set off taking all the back roads to avoid the horrible holiday traffic.

To make a long story shorter, we headed home in our car and 100 yds. from the dealer I knew the brakes were still bad. So back to the dealer we go, the lead technician (there are no more mechanics, everyone is a technician or specialist), everyone else has left for the holiday, gets ready to test drive the car and before he moves it, agrees that at a minimum the brakes need more bleeding, or maybe the ABS sensor is bad inhibiting proper bleeding, or maybe another brake component is also bad. We get another loaner and got home after three wasted hours. Only my knowledge of back roads (these are times when the GPS is useless) kept it to three and not four wasted hours.

Friday, while still in CT I received the call from the Volvo Ass't. Service Manager that they had not been able to adequately bleed the brake lines and were ordering another master cylinder, and needed more time to figure out what was wrong, and did I want to pick up our car that afternoon and bring it back Monday for further work. WELLLLLL, I didn't need any thinking time this time, and damn the torpedoes and full speed ahead, I told him that I had a trip planned Monday and Tuesday and for him to keep the

car and we'd pick it up on Wednesday. They had wasted three hours of my valuable time two days before because the technician was in a hurry to leave for the holiday and didn't properly check his work so I didn't give a damn any more about putting 1500-2000 mi. on their loaner which is a two year newer version of our own wagon. I'm happy to be putting the mileage on their wagon and not mine, it serves them right, so there!

If there is anything to be taken away from this tale it may be the advisability of after market warranties, particularly as we keep our vehicles for more than 100K miles. With this single episode we've paid for the extended warrantee on this wagon (with only 55K mi. on it). Our previous truck, the F150, more than made use of its 100K extended warrantee and we've bought a 100K mile warranty for the new F350 diesel. Yes, the drive train is warranted for 50K miles and engine for 100K miles, but when you consider the myriad other systems that break down from the A/C, ABS, Airbag Sensors/Electronics to the fuel

*continued on page 34*

# Four Speeds & Drum Brakes

Tom Tate



With winter closing in it's nice to see that some projects are making steady progress. Brother Bill's Speedster has had all the metal work completed and is on its way to the paint booth. There were no surprises other than a patch on the top of the driver's side longitudinal that took some figuring out. There was a patch about six inches by three inches welded to the top and covered all these years by carpeting. That's one of the few places these old tubs don't rust so finding a patch in that location was a mystery. Once the patch was removed its use was clear. Looking down inside the channel the hammer marks were visible. Seems that at some point in its life, the car sustained a collision with an object that hit the bottom of the car on the driver's side that crushed the longitudinal on that side - maybe a curb or just a big rock in the road. There was no damage to the rocker panel or at least none that could be seen. Whatever happened, it was long before Bill got the car. To fix the dent a hole was cut in the top so that a rod could be inserted and

ster spear down the side. When I'm done I'll have two black 356's, one a convertible, one a sunroof coupe. I'll have one Porsche for warm sunny days and one for the spring and fall when the weather is less predictable.

The coupe came from the son of the fellow who bought it new in Germany in 1957. He was an Air Force officer who shipped the car back and forth to the states so many times that they called it the Puddle Jumper. It was involved in a front end collision in 1972 (with the son driving) and was never repaired. Back in those days I'm sure that the repair costs far exceeded the value of the car. I got the car last fall and began the disassembly process when my brother's car got in line ahead of mine. Everything except the wiring harness has been removed and it is now a rolling shell.

To make the metal shops job easier I decided to have the old paint and rust stripped off the body. I did some research and thought that I would try soda blasting. I have used sand blasting a couple of times and while it works very well, it really is

messy. Most recently on Bill's car, the particles of sand never really seem to go away. Everything is coated with a film of dirt and it's really hard to be near the shell without the particles jumping onto your clothing. Soda blasting uses baking soda and doesn't

really leave a mess, or so I was told. Another major benefit was that the soda blaster would come to me to do the job.

I called a company about an hour away who was happy to set a time to give it a go. The morning selected dawned rainy and overcast so we waited until the skies began to clear at noon to begin. The equipment consists of a big diesel truck towing a trailer with what looked like a locomotive engine on it. Attached to the engine were a bunch of pipes and tubes that went to what could have been a distillery vat for making moonshine. Everything looked really clean and was painted white. I was to find out later that there was a good reason for the color chosen for the rig.

We pushed the old Porsche out into the light of day for the first time in a year and I was surprised at how blue it really was. Somewhere along the way the owner took a liking to blue so black became blue. Back in those days a fellow named Earl

*continued on page 33*

***We pushed the old Porsche out into the light of day for the first time in a year, and I was surprised at how blue it really was.***

hit with a hammer to pop out the dent. The heater tube that carried the hot engine air is inside that same chamber and still showed the damage from the crash as it was flattened to about half its normal diameter. These poor cars never an abundance of heat to start with, no wonder this example was worst that most. If these old car could just talk I'm sure that we would have some interesting stories.

The next stop will be the paint shop to bring the Speedster back to its original color which was white. While there, all the new metal and some of the old will receive a coat of POR 15 which is chemically enhanced paint that will prevent any rust from forming for the next fifty years. It looks like the timing is just about right as the next 356 project is ready to go to the metal shop.

That project would be the '57 356A sunroof coupe that is stripped down and waiting patiently in my garage. This car is or will be the matching bookend for Blackie my '58 black Speedster when it's done as it was delivered in black with a Speed-

# Flat Sixer

John Bergen



Welcome to December; hopefully I will be seeing many of you at the Holiday Gala this year. It is hard to believe that it is less than two weeks away. But that is the future; let's deal with the past for a few moments.

This weekend turned out to be a great Porsche weekend. The temperature was quite cool but the roads were dry and clear. I was able to take the green hornet out of hibernation and make the drive up to the north shore to take part in the November NER PCA Technical Session.

Our host this month was Rick Hetherington and his crack staff at Autobahn Performance. I arrived at the garage a little early so I could help Winn with any set up items, and to take some pictures before people started showing up. Well, much to my surprise, there wasn't anything to do for setup since Rick and his team had done a great job in cleaning up the shop and setting up chairs, tables and trash cans for us.

I had an opportunity to introduce myself to Rick and we chatted for a while. He told me that the

To the credit of everyone at Autobahn the garage was extremely clean. Rick also informed me that each of his employees would be giving a presentation on their specialty and that they were all excited about doing it. In addition to the Autobahn team, Dave Goodman would also be speaking about his recent "One Lap of America" and providing us with a first-hand view of his car since Autobahn is one of his main sponsors and it was in the garage.

By the time I was done chatting with Rick and had snapped a few pictures, the garage was overflowing with people. I'm not sure if it was the weather, the shop, the door prizes, the donuts or the free lunch that brought 65 people out of the woodwork for the event. We were officially at standing room only but luckily I was floating around the garage taking a ton of pictures.

The event, which was scheduled to run from 10 to noon, actually ended up finishing at 3:00 in the afternoon. This was going above and beyond by Rick and his team but I believe that we all appreciated the time and effort that went into putting on such a great event. Thanks guys.

Now onto some more mundane things. Over the past week I started receiving many renewal slips and checks. At last count I had over 180 renewals! This is a great start, so keep them coming. For those of you, who haven't sent your renewals in, please do so soon.

Not much else to say. I hope you all have a happy and safe Thanksgiving. See you at the Gala!

***This past week I started receiving NOR'EASTER renewal slips and checks. At last count I had over 180 renewals! This is a great start...***

whole staff had been cleaning the place up and he hoped it was good enough for us. This comment made me chuckle and I said, "It's a garage, Rick!"

## 2008 Northeast Region New England Ramble

While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside May 2, 3, 4, 2008 and make plans to join our '08 Ramble to The Balsams in Dixville Notch, NH. You'll be staying at the resort where the first ballots in the nation are cast, and in fact can visit that historic room. NER's annual ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 125+ Porsches driving the back roads of NH and ME the way our cars were engineered to be enjoyed...and you don't have to give up sex and food. Well...you're on your own for the former, but I'll take care of the latter.

Following up on our hugely successful trial last year you'll have the option of arriving at The Balsams anytime on Friday (at a low negotiated rate separate from the rest of the Ramble) to enjoy the activities available in and around resort – and if that's not possible, join us Saturday morning for breakfast and the drivers' meeting prior to our day's ramble to the Sunday River ski area for lunch. Check things out at [www.thebalsams.com](http://www.thebalsams.com).

Watch the January *NOR'EASTER* for full details and registration information – and register promptly unless you're a masochist and enjoy being on waiting lists.

See you on the back roads, Your Ramblemeister Bruce

# Minutes Of The Board

Michelle Wang - November 12, 2007 Meeting



The November meeting was held at the Wallis residence in Bolton and called to order at 7:13 pm. In attendance were: Dave and Susana Weber, Matthew Wallis, Bruce Hauben, Steve Ross, Win Perry, John Bergen, Ron Mann, Joyce Brinton and Michelle Wang. Treasurer Bob Cohen and past president Steve Boris were both absent.

Ron started off his next-to-last report with an autocross update. During the off-season, the Autocross Committee is looking into a new computer and some better results reporting features. Dave and Ron will work on this for next season. The generator will receive its servicing in preparation for next season. An alternate autocross site is still being explored for feasibility. Dates have been received from Devens for 2008; a contract will be finalized. The Autocross Committee will meet in January. The end-of-year awards have been arranged and will be presented at the Annual Dinner. John B. made a motion to appropriate \$1,200 for the new computer and associated UPS charges. The motion was seconded by Dave Weber and was approved by majority vote of the board. Steve Ross noted that North Country Region and NER would work together on cross-promotion for rally and concours events in order to take advantage of the numbers of interested participants across both regions. Dave mentioned that September 6<sup>th</sup> is slated for PorscheFest at the MOT.

Bruce presented the DE Committee report to the board. The TC is investigating another mode of online registration from MotorsportReg. The comparison between our current ClubRegistration.net is ongoing and a proposal will be brought forward early next year if the case is made for change. For the time being, we will remain on ClubRegistration.net. As the event calendar shapes up, the Mosport date has been lost for 2008 due to the track offering the desired dates to another event organizer. Bruce observed that there is no honor amongst tracks; we really do not have a set schedule from year to year.

The TC is working on cross-marketing between regions. NER and NCR DE events in 2008 will be cross-publicized and efforts made to make all policies consistent. Where needed, the policies will be held to the higher standard. The TC is also trying to make the registration process easier and more streamlined, with better/clearer policy for late registrations, refunds and cancellations. Improved reporting and accounting of event registration will also be a goal. We (NER) are owed monies from

UCR for Mosport and Calabogie, but late-breaking information after the meeting indicates that this has been resolved, pending a full accounting.

The TC has also considered risk issues for 2008. There will be an additional worker position created to monitor arrivals at the gate so as to make sure that the NER waiver will be signed, thus avoiding non-compliance with insurance requirements. The TC has also adopted and formalized a Taste of the Track policy for 2008 as well. Finally the TC is working on recruiting and mentoring new TC members for 2008 and 2009.

On administrative matters, Win noted that the tech session is on Saturday Nov 17<sup>th</sup>. Win will take care of the event writeup and photos. He then reviewed the Annual Dinner agenda for the assembled board. The annual awards were reviewed by the board and nominees discussed. Annual awards have to be retrieved and engraved. The menu and centerpieces have been arranged.

For the January meeting, Win noted that the Paul Russell event is sold out, with a waitlist of 30 people. Promo will run with a "sold out" banner. The BBQ buffet at Firefly's movie night for February 10<sup>th</sup> is in final planning. The technical (VCR, DVD) details have to be ironed out. It is planned that we will show short features as opposed to a full two-hour movie.

Treasurer's report: Bob did not submit his report prior to the meeting, thus this was not included as part of the discussion.

*continued on page 36*

## Happy PCA Anniversary

### Fifty Years

John McCoy

### Fifteen Years

Barry Yomtov  
Mark Lappin

### Forty Years

Edward Morin

### Ten Years

John Gardella  
Stephen Morrissey  
John Richardson

### Thirty-Five Years

Michael Caldwell

### Thirty Years

Philip Gaudet  
Kenneth Hull

### Five Years

Joseph Leduc  
Mark Nickerson  
Stephen Raab  
Graham Rippel

### Twenty Years

William Keezer

# Check Your Mirrors

Win Perry



The long shadow of winter is starting to cast a pall over my Boxster. However, I shouldn't complain too much; 2007 turned out to be a pretty good year for my Porsche pursuits, and I was able to extend my track season all the way into November. October was, it seems, devoted to NHIS. North Country Region held their annual, too aptly named "It's a long time 'til spring" DE mid-month. My son Luke and I were co-driving, and it didn't look like the Pilot Sport Cup track tires would hold up for four driver-days, especially given the abrasiveness of the surface at NHIS. So I had Luke load my Kumho autocross wheels into the Bimmer and follow me up to Loudon. As hoped, the Michelins held up for day one, but they were slowly losing the will to turn in. It was almost a relief when some tire cord showed at the end of the day and we switched to the Kumhos. My student, George, was pretty new to DE and had just purchased a 911SC to develop his track skills. One of the benefits of instructing green run group drivers is that you get to sample a lot of dif-

***Apparently Luke and I had given my Kumho track tires more of a beating than I had expected.***

ferent cars. The SC did feel a bit vintage, but very solid; I can appreciate why they are considered a high point in 911 evolution.

At the end of October, the White Mountain and Boston chapters of the BMW Car Club held their final driving school of the year. This was a three-day event and also took place at NHIS. Although Luke had to work on Friday, I offered to pay the weekend fees if he could get his Miata down off the jack stands and up to the track.

This provided sufficient incentive to get the suspension back on, and (with a little help from dad) we got the car out to DWW in Ayer for alignment and tech inspection. Luke had also convinced two of his friends from Rochester to join us. Dave (who I instructed at our NER DE in September) drives a nicely prepared 350Z, and his girlfriend Cassie, who has been autocrossing her early Boxster. I had arranged to instruct for Cassie since there aren't too many Boxsters at a BMWCCA school!

Apparently Luke and I had given my Kumho

track tires more of a beating than I had expected. By my third run group of the first day, a front tire was starting to chunk. To be fair, I had bought these tires because they heat up quickly, and hadn't really intended to use them for DE. In any case, I was resigned to running the remaining two days on my hard-with-age street tires. However, when the "Rochester Gang" learned what was going on they suggested I call HMS. Dave was running down to Peabody that evening in his truck to pick up a couple of items he needed for the Nissan. Sure enough, HMS had some Toyo RA1 track tires in my sizes, but no one who was at the shop that evening knew how to mount them.

Luke, finishing up work at his co-op job in Danvers, called DWW. Dave was working late that night and said he would mount and balance the tires. So... my wheels went in the back of Dave's F150; Luke drove over to HMS, picked up Dave's stuff and my tires, and somehow secured four 18-inch racing tires onto the trunk lid of his Miata. They all met up in Ayer at DWW, and despite what was apparently a difficult job, got the tires mounted. Race shop owners seem to be a pretty dedicated bunch. As for me, I went to bed at the Red Roof Inn! About midnight, Luke arrived in Loudon and joined me in the room. Next morning, Dave dropped off the wheels, and I was all set with new, full tread RA1's for what turned out to be a rainy day. Couldn't have planned it better.

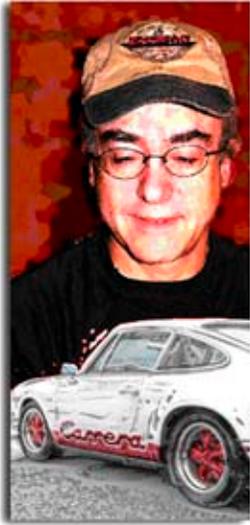
Sometimes, there is a sort of payback. Luke was running on once-sticky street tires, which seemed OK earlier in the season at Watkins Glen, but weren't sticking at all well at NHIS. It turned out that Phil and Linda Kogan were at the driving school with their spec-Miata racecar. In fact, Phil was Luke's instructor. Agreeing with Luke that his tires weren't much fun, Phil very generously loaned Luke a spare set of wheels with well worn but very serviceable RA1s for the final (and dry) day of the event.

Now I had planned to end my track season with those three days at NHIS. But now, instead of two sets of dead race tires, I had (nearly) brand new tires, which were just begging for more driving. Checking the web, I saw that Connecticut Valley Region was holding their final DE at Lime Rock in two weeks. I signed right up and was accepted before I had time to ask myself, what's it going to

*continued on page 36*

# Tail Wagging

Ron Mann



They tell me I owe you a few more words. Having regurgitated many, many thousands onto these pages over the past five years, it might seem but a trifle to vomit out just those final few, yet I find myself, as has been usual of late, stomach nearly emptied, having little left to give. A recurring theme. Fortunately for this poor old sod, others shortly will be taking up the mantle; no doubt their perspective will refresh us all. But that is for next month, in this one, there is only a last dying of ember of moral discontinuity.

Having always been an outsider even in the closest of quarters, eying the world from a more obtuse angle in opposition to most souls I interact with, the temptation to simply close here after but a few dozen words, pack up shop and quickly spiral into my subsequent stint as auto-cross chair is undeniably overwhelming. But, whereas I've developed great disdain for normality, particularly the perfunctory discharge of expected obligations, it seems a priority, at least for some who appear to depend on me for

***A gentle pinch to Elford's psyche, in gluttony, he steadfastly refused to accept a forcible exit onto the surely more populated route 3.***

monthly amusement, to end this saga properly. As minimum payback for one last sermon obligato, be it gifted or cursed, sainted or sinned, I simply mention that for quite some time now, it has been the moment for others to speak with the devil's tongue whereof heaven's blessings. Surely you have something to say. Write it down. Send it in. Personally I, and I assume many others, have grown weary of hearing Ron Mann think. I feel a desperate need to feast on the brains of others. Feed me.

Nevertheless, my belly is never completely bereft of ammunition. It just so happens, having recently returned from the North Country Region's holiday banquet, that I arrive at this crossroads sans Johnson's skill, but recently reloaded with precisely the sort of neurochemical bullets required to discharge this final literary obligation. It goes without saying that participating in the NCR celebration was thoroughly enjoyable, particularly given how many friendships I've made with so many of their members

over the past few years. I should in fact reveal that I'm now a member of their region as well, having ponied up the few extra coppers necessary for a dual membership. This gesture has not gone unrewarded for, as luck would have it, the money was indeed well spent, at least in that the evening's events provide fodder for this, truly the last of my columns. While, I could muse upon the wonderfully happy time had amongst my north-land comrades, it was not the ultimate highlight of the evening, but rather the catalyst for it.

These days, being at work by six of the morning, I rarely do any late night driving anymore. After the dinner, stepping out into the cold night air, briskly striding across the UNH campus in search of where I had last deposited Elford, my MINI S, I wasn't particularly enamored of the notion of having to spend the next hour and half making my way back home. Quite a few of my fellow NERers were staying the night at the New England Center's hotel, it was tempting to simply join them, keep the party going and head back the

next day. But parking had already been a hassle due to a big hockey game that night, it seemed that the odds of getting a room this late were far too slim to bother wasting what energy was left to me. Besides, Elford was of no mind to spend any more time shivering away in a dark corner of

an unfamiliar parking lot, far away from home.

Leaving Durham was uneventful, and shortly we were on a back road heading down to 101. Traffic was light and once Elford's little pumper was up to temp, with a flick and two quick twists, the window was down and heater began its struggle to keep the night air at bay. Though rare these days, whenever I do get a chance to motor in this manner, it always reminds of my college days and various antics performed in the glory that was my peach-colored 1973 Fiat 124 Spyder. Favorite moments in that machine, at least the ones not involving women, were experienced at exactly this same time of year. Top down, warmth control cranked full clockwise, the little twin-cam four-banger, a technological marvel in its day, happily harmonizing along at three grand whilst the wind cried Mary. Where my Cooper's noggin, unlike the Fiat drophead, is permanently affixed, and where the nearly 35 years of separation has resulted in a 25% weight penalty even for the lightest automobiles to be found on US roads, and even though

the drive wheels have migrated forward, its one third more horsepower, extra cog in the tranny, modern tires and brakes have managed to successfully mold the pseudo-Brit into a contemporary simile of the elder Turin tourer. Very different designs to be sure, but each of equivalent, small-displacement sensibilities invariably capable of inducing magical effect. And each one doing so in spite of the overwhelming numbness of the era in which it was conceived.

The entrance ramp to 101 opens up onto a westerly route of subtle twists and rises. Its stripes of white paint, soon fully up to tempo, silently beat rhythm as the Cooper's steel alloy quartet responded by humming syncopated counterpoint to their notations. With the four players bolstered by a refined mixture of North Sea crude and the compressed atmosphere of New Hampshire, their tune inspired the diminutive Elford towards his favored cruising speed. For me, as the conductor, each passing of a dotted line mimicked the swing of an illusionist's pocket watch. Beyond the first mile or so, having turned underly conscious, the hypno-sound and motion served to conjure a few moments of perfection.

An occasional reflector, lit by but a single pair of headlights,

knowingly winks a brief hello as we pass and then returns to its vigilance, resolute in its assigned duty, silently awaiting a next traveler to happen by. Trees lining the thoroughfare, illuminated only at their base, sway calmly like old-time Southern Baptists rapt after a religious frenzy, empty outstretched palms high over head imploring deep to the firmament. With every few miles, the path appears blocked save for a singular archway that sternly presents itself. In normal consciousness, it would have been easily recognizable for its intended purpose of bridging a crossroad, but in this state its prime is as doorway to a further unknown. Eventually, the moment wanes and the trance gives way when what had been a distant glow, grows too bright.

A gentle pinch to Elford's psyche, in gluttony, he steadfastly refused to accept a forcible exit onto the surely more populated and brightly lit route 3, and impulsively decided to exit just shy of that mark to carry on by traversing an unknown back road and its barely discernible landscape. All is once again total dark. Now the road is unadorned and naked, the motion even more primal. Black is only occasionally undone

*continued on page 35*

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## Calendar At A Glance

### January

12 A Tour Of Paul Russell & Company

### February

10 Monthly Meeting @ Firefly's  
24 Driver Education Ground School

### March

### April

6 Autox School @Fort Devens  
30 Driver Education @NHIS  
Hosted By NCR

### May

3-4 New England Ramble  
@ The Balsams  
21 Driver Education @ NHIS

### June

1 Autox #1 @ Fort Devens  
20-22 Zone 1 Driver Education  
@ Watkins Glen

### July

7-9 Driver Education @  
Mont Tremblant  
11-13 Driver Education @  
Calabogie  
12 Autox #2 @ Fort Devens  
23-24 Driver Education @  
Watkins Glen

### August

2-4 Driver Education @  
New Jersey Motorsport Park  
3 Autox #3 @ Fort Devens  
15-17 Driver Education @ NHIS  
Hosted by NCR  
31 Autox #4 @ Fort Devens

### September

4 Driver Education @ NHIS  
6 PorscheFest @ Larz  
Anderson Auto Museum

### October

13-14 Driver Education @ NHIS  
Hosted by NCR  
28 AutoX #5 @ Fort Devens

### December

6 Annual Dinner

## A Reverence For Craftsmanship - Sold Out! NER Tours Paul Russell & Company Saturday, January 12th Starting at 10:00 AM

Once again we have the opportunity to tour Paul Russell and Company, one of the world's finest automobile restoration shops, in Essex, MA. A visit to Paul Russell always includes the opportunity to see the rarest and most exquisite cars. Classic Mercedes, Bugattis, pristine early Porsches, Ferraris and more. This is the shop that the Ralph Laurens and Jerry Seinfelds rely on to restore or preserve their classics. Starting in 1978 as the Gullwing Service Company, Paul Russell has always maintained the highest standards in servicing every aspect of their clients' cars. In their 30,000 square foot facility, real craftsmen reconstruct the workmanship, and replicate the authentic details of the original builders, whether they are performing a complete restoration or servicing a well-preserved original.

To quote automotive legend David E. Davis, Jr.: "It is a wondrous place that turns old cars into brand new cars. Inside, it feels like equal parts modern hospital, university library and automotive museum. What it does not feel like is a garage. Twelve or fourteen of the world's most desirable cars are being worked upon - from bare body shells and bare chassis to completed masterpieces returned for tweaking."

Our host at Paul Russell is 30 year PCA and NER member Alex Finigan. A founder and partner of Paul Russell and Company, Alex is still a down to earth, totally committed car guy. His passion for and knowledge of all aspects of classic cars is immediately apparent. Alex will guide us through the whole restoration process from disassembly, panel building, mechanical, paint and, finally, to reassembly. Be prepared to be astonished.

**This event is limited to 100 members, and is already oversubscribed. Reservations must be made in advance; please contact Win Perry at (781) 933-5300 x 104 or (preferably) e-mail: [wperry@winbro.com](mailto:wperry@winbro.com). We will accept reservations in the order received, so be sure to reserve early. Members who were on the waiting list for our 2006 tour will receive priority for this year's tour, but they must place their reservation by October 31. We will start a waiting list for the 2008 visit. If you have been accepted, but a subsequent conflict prevents you from attending, please inform Win Perry, so other members can attend.**

Our tour will start promptly at 10:00 AM and Alex would like us to be finished by noon. Please remember that photographs cannot be taken inside the shop.

**Directions:** Paul Russell and Company is located at 106 Western Avenue, Essex, MA 01929. Telephone 978-768-6092

Follow Route 128 North to Exit 15, labeled "Manchester/Essex". Turn left at ramp stop sign, crossing over Rte. 128 towards Essex. Follow this tree-lined road (School St.) for about 5 minutes into Essex, when you come to a stop sign. Turn left (West) onto Route 133. Go approximately a half-mile (past restaurants and antique shops). Leaving the Periwinkle Restaurant on your right, turn left (South) off Rte. 133 onto Route 22.

Approximately a half-mile along Rte. 22 you will see on your left a sign for 106 Western Avenue, "Gullwing Service Company dba Paul Russell and Company". (If you come upon the Essex Building Center on your left, go back.) The entryway passes over a small stream. Our front entrance is at the far right end of the complex, around the corner at the top of a small rise. We are about 4.5 miles from Route 128.MA.



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Titanium Grey, Stk#X60123 \$119,615	Marine Blue, Stk#XU0007 \$42,989
<b>2007 Porsche 911 Turbo Coupe</b>	<b>2006 Porsche Boxster S</b>
Meteor Grey, Stk#X70075 \$130,763	Black, Stk#X70068A \$49,989
<b>2007 Porsche 911 Turbo Coupe</b>	<b>2006 Porsche 911 Carrera Cabriolet</b>
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\*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.

# Good Food & Fast Films - Hosted By Firefly's In Marlborough, MA

## A Celebration of Celluloid Racing & A Bodacious Barbeque

### Sunday, February 10th Starting at 1PM

February is certain to be cold and likely to be snowy. Most probably your Porsche is well into winter hibernation. No need to despair: come join Northeast Region on Sunday afternoon, February 10<sup>th</sup> at Firefly's Bar-B-Que in Marlborough for great food, classic racing films, and good fun. As most of you know, Firefly's is owned by active NER member Steve Uliss. All who have enjoyed Steve's bodacious barbeque buffets at our Watkins Glen DEs can attest to the quality of the offerings. What you may not know is that Steve has a private room with screening capability tucked into his Marlborough eatery.

To take your mind off winter, NER will come up with an assortment of cinematic eye candy. You probably haven't seen Steve McQueen's 1971 classic *Le Mans* in years. Have you ever seen Claude Lelouch's famous short *C'était un rendez-vous*: a nine-minute romp through the streets of Paris at 5:30 am? Or, *The Speed Merchants*, a great documentary on racing during 1969–1972 narrated by Porsche's own Vic Elford (plus this other guy named Mario Andretti)? I'm sure we'll have more cool films than time to see them all.

The food will start around 1:00 pm, and probably keep coming. We'll start the screenings a little later, and Steve tells us we won't get kicked out until 5:00 pm.

The price of this feast for mind and body is only \$19.00 per person. Expect to enjoy St. Louis ribs, barbeque chicken, pulled pork, plenty of sides, and desert. A cash bar will be open. We can guarantee you won't leave hungry.

Please complete the application form at the bottom of the page and mail it with your check made out to NER/PCA to Win Perry, 96 Burlington Street, Lexington, MA 02420. Reservations should be in the mail by January 28, but we may fill up, so reserve early.

#### Directions:

Firefly's Marlborough: 350 East Main Street Marlborough, MA 01752, Phone: (508) 357-8883

*From Route 495 South/North:* Take Exit 24A (Marlboro, Route 20). Follow Route 20 East for about 3 miles. Firefly's will be on your left.

*From the Mass Pike:* Take exit 11 (Route 495 North). Follow Route 495 to Exit 24A (Marlboro, Route 20). Follow Route 20 East for about 3 miles. Firefly's will be on your left.



### Good Food & Fast Films - Hosted By Firefly's Bar-B-Que On February 10th

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

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

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

Cost: Registration (**must be postmarked by January 28th**) - \$19/person

Send check (payable to NER/PCA) to Win Perry, 96 Burlington St, Lexington, MA 02040

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## Thrill Rides 2008 - NER's Driver Education Ground School Returns Sunday, February 24th - Starting @ 10:00 AM, Hosted By HMS

Ladies, gentlemen and younger drivers.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2008 on Sunday, February 24<sup>th</sup>. This is NER's annual introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great new facility in Danvers, MA. Directions can be found at [www.hmsmotorsport.com/info](http://www.hmsmotorsport.com/info).

This interactive classroom session will give you a great overview of NER's on-track driving program. We'll discuss the fundamentals of high performance track driving and how these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 24<sup>th</sup>. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment. At the end of the program, HMS will host a pizza lunch.

Sure, February 24<sup>th</sup> is a Sunday morning in the deep mid-winter but before you know it, your fellow Porschephiles will be driving on exciting tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer. So, please mark the date on your calendar and join us...!

And remember, attending this "Ground School" in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email [sartick@verizon.net](mailto:sartick@verizon.net).

### Who should attend?

Anyone interested in learning about our 2008 Driver Education program and improving their driving. While everyone is welcomed to register for Thrill Rides 2008, NER's Driver Education event participants must be current PCA members, have a valid driver's license and 18 years or older.



*"Prior to attending last years ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"*

*Sarah Anderson 2006 Attendee*

### NER 2008 Driver Education Ground School at HMS Motorsport - February 24th

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

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

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

Cost: Early Registration (**must be postmarked by January 31st**) - \$10/person; Late/Onsite registration - \$20/person  
Send check (payable to NER/PCA) to Steve Artick, 17 Coburn St, Burlington, MA 01803



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We look forward to seeing you.

# Tech Topics @ Autobahn Performance

Copy By Win Perry, Photos By John Bergen

The weather gods continued to smile on Northeast Region's monthly meetings. After an extraordinarily fine day for our fall wine tour in October, we had a sunny and seasonably brisk November morning for the meeting at Autobahn Performance in Peabody. As the 10:00 am start time approached, members streamed into the shop. In all, we had about sixty attendees. A good thing, since owner Rick Hetherington and the entire staff had really gone all out to provide a thorough and informative presentation on the many systems that make our Porsches run.

During our customary start with coffee and donuts (including an emergency visit back to the local Dunkin Donuts due to our standing-room-only crowd), we had a chance to check out some interesting cars spotted around the shop. There was a pair of GT3s: a 996 speed yellow example belonging to Dick Anderson, and Pete Donohoe's black and orange 997 GT3 RS. Dave Goodman had his burgundy 930, still wearing the numbers and decals from his 2007 class win at One Lap of America. Those of us on a budget could appreciate the ongoing restoration of Autobahn staff member Chris Chen's 914-4. It should make a wicked track and autocross car when finished.

Rick led off the presentations with a talk on engines. In addition to some posters showing the four strokes of the Otto cycle, there were plenty of props: the engine from Chris' 914 with performance pistons and rods, a small-block Chevy V8, a turbocharged Audi engine, and more. As promised, Rick had examples of failed parts, explaining what had gone wrong and how to avoid these problems. In discussing racetrack induced oil starvation in the 996 and Boxster engines, Rick showed a Brey-Krause oil sump extender kit. I suspect this is the one



Our host Rick Hetherington

**AUTOBAHN PERFORMANCE, INC.**



A huge turnout of region members for this tech session



*Richard Anzalone explains transmissions*

that was scheduled to be installed in my Boxster the following Monday. Next up was Mike Flanagan, Service Coordinator, who explained how he schedules the shop. Then Richard Anzalone gave a very interesting talk on clutches and transmissions. He had examples of current and earlier clutches, and was able to show how they work and how the design has evolved. The open-to-see transmission made it really easy to understand how gears are selected and the working of the synchronizers. After the transmission, of course, comes the differential, and then the axles with their constant-velocity joints. Finally he showed us different wheel bearings and wheel hubs. Next



*Shiny new shocks*



*Chris Chen covered suspension dynamics*



**The 50<sup>th</sup> Anniversary of the region is in 2009! If you would like to participate in the planning, or have any ideas, please contact Michelle Wang at [mmw@gis.net](mailto:mmw@gis.net) or 978-443-1855.**



Rick explains engine activity

up was Michael Card, parts manager, who described how he sources the parts used for both service and upgrades.

After this, it was lunchtime: sandwiches, soda, snacks, and desert, all provided by our host. After lunch, for a change of pace, Autobahn customer Dave Goodman spoke and showed slides about his drives in One Lap of America. I think Dave's favorite picture was from Tulsa Speedway with his 930 flying around the oval followed by a rooster tail of dirt.



Autobahn has the knowledge and the parts

Following lunch and the slide show, it was back to work for the assembled NER members. Chris Chen explained the operation of suspensions, steering, and brakes. He had examples of modern coil-overs plus classic 911 torsion bars. There was a disassembled shock to illustrate how suspension motion is damped, control arms from a 944, plus a steering rack and tie rods. During the discussion of brakes, it was graphically evident how much lighter the PCCB ceramic rotors are than traditional



Peter Donohoe's 997 GT3 RS



Shiny new shocks

cast iron. Chris also covered the selection of brake pads and fluid for street and track driving. Wiring and electrical systems were next. Jason Haskell gave the most dramatic demo of the day when he showed why fuses need to be correctly sized. Having substituted too large a fuse, he proceeded to turn the

wire to an electric window motor cherry red (before it melted), accompanied by a cloud of smoke from burnt insulation. Jason also covered relays, and ignition systems showing both a traditional coil and distributor system and modern coil packs. The final talk covered heating and air conditioning systems, and was given by Larry Strauch. Larry is a certified refrigeration technician, necessary in these days of ozone depletion and global warming. In describing AC, he showed examples of the four major components (evaporator, compressor, condenser and expansion valve) and how they produce cooling. He also had examples of a heater core, blower motor, and the air box, which distributes the warmed or cooled air to keep us comfortable.

By this time, it was approaching mid-afternoon and time to head home. Members with specific questions cornered Rick and the various technicians, who somehow still had enough energy to keep talking. NER would like to thank the whole staff at Autobahn Performance for a detailed and interesting look at how our Porsches work.



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# Rennsport Reunion III or The 72 Hours of Daytona

Copy By Ted Shaw, Photos By Lesia Shaw

Every three years, Brian Redman and his crew put together a Rennsport Reunion. We missed the first two, but we managed to make it to number three. If you are not familiar with this fantastic 3-day event, just imagine the Monterey Historics (but with Porsches only) combined with the world's largest PCA Club Race. This event gets bigger and bigger every time it's held. It's the Porsche museum in motion on the track, complete overload for the Porscheophiles with at least one example of every Porsche racecar model you can think of.

Originally, I was going to drive down, as the event schedule promised an open opportunity to drive a few laps on the Daytona road course to anyone who showed up in a Porsche. Adding two days each down and back to an already crowded schedule, just so I could drive on the Daytona speedway in a 20-minute (probably low speed) lapping session began to look less appealing as the time to go got closer. So we opted for JetBlue and a Mustang rental instead. More than a few, though, made the drive in a Porsche, including one couple well into their 70s who drove from Oregon in a 356 Speedster no less!!! There was a PCA hospitality area open to all members out by

Lake Lloyd, complete with Porsche only parking. Have you ever seen 800+ Porsches all grouped by model type in one place before?

The last time we were at Daytona was 20 years ago, and there have been a lot of improvements made to the track and the facilities in the years between. There is now a nice new Hilton Hotel at the beach instead of the no-name beach hotel that had suffered from far too many Spring Break parties where we stayed when we crewed for a 935 team at the 24-hour race. The first thing we did on arriving was to visit the Porsche Performance School tent for three laps around some of the infield roads in a new Cayman. For a very modest fee, you got one lap with an instructor driving and two laps at the wheel. This was going to run all weekend, and we wanted to be sure to get in some laps before the cars were well worn or broken by the general public (but somehow they seemed to all make it though all three days of abuse.)

The pit and paddock area at Daytona is not just one place; the track is huge and hosts some very large events. The pit complex occupies a substantial portion of the infield and it's divided into



Probably the largest collection of 956's and 962's ever assembled in one place



The under 2.5 liter grid consisted of 90+ cars

Mike Amalfitano brought several cars including this 956

continued on page 24



From the Porsche Museum - The famous "Pink Pig" 917-20 - a paint scheme originated by Porsche designer Tony Lapine

multiple zones, all of which are transected by the “Fan Zone” — a swath cut out of the middle that normally allows access to the team trailers selling souvenirs and the windows that have been built into the back walls of the working garages. All of this is encased in a maze of what seemed to be miles of 18-foot high chain link fences that provide multi-level security.

Fortunately all of that needed security from the teeming hordes of rabid NASCAR fans was completely missing and we had full access to everything during the whole event. It was just like attending a race in the ‘60s. Walk around like you belonged there and no one ever questioned you.

Everything had been divided roughly along the same lines. In the open paddock area, the under-2-½ liter cars were setup in a manner similar to what you see at a well-attended DE event — open and closed trailers in small groups. This was the largest contingent, with a grid that approached 100 cars. And since this was Daytona, they all ran together in a single session. It was an amazing sight to behold. It seemed to take five minutes just for everyone to drive off the grid and onto the track.

Over in the area to the right was a large open garage set aside



*Short wheelbase 908 in Martini colors*

for the “Plastic Porsches,” the 917s and prototypes from the ‘60s and ‘70s. On the left side of the Fan Zone were the open garages for the Cup cars and the 934s and 935s and in the working garages (the ones with the doors and windows behind



*Fifteen plus 917's attended the reunion*



More of the 917 display

the hot pits) were all the 956s and 962s. Scattered around in the areas between, the larger teams had their complexes setup. And, of course, some teams had brought a full range of cars. The Brumos team, for example, had at least one car in each group, from a 914-6 to a 956.

Everywhere you looked there was an interesting Porsche. A street-registered GT-1 from Texas in one garage. Over to one side, a matched pair of GT3 RSs, one black with orange trim,

the other orange with black trim. A '70 911S that ran the East Africa Safari, still setup as it ran. Ralph Meaney's 914-6 Daytona racecar (complete with Ralph Meaney). Tucked in the back of one of the garages, behind the Martini 917, was the mythical 16-cylinder 917 spyder. No signs attracting attention to it. You either recognized it as being something unique or you passed right by it.

Now if you've haven't been to a big time race in the last 10 years or so, you will be amazed at what a team brings to a race. Not just one big 60-foot tractor-trailer, but two, with full tented enclosures and a separate catering setup and, of course, at least one bus-sized motor home. These kinds of set-ups weren't just limited to the teams at the Private Gulfstream level of ownership with the matching 962s, the crews in team uniforms and various collector cars. There were similar setups where mere mortals could have their PCA Club Race 944s transported and supported as part of a group in an "arrive and drive" program.

Another big difference at this event was the very relaxed atmosphere of everyone involved. The season was over, after all, and they were on a break before it all starts over again. You can't get anywhere near a major team compound at any other event, but here, we were invited to tour the inside of the Ruby Tuesday ALMS team trailer without even asking. Even the Penske compound was inviting visitors to wander around, and

*continued on page 30*



Two classics the current RS Spyder and the famous Sunoco Can Am 917

# Porsche News

Copy Provided By Porsche Cars North America

## **Ferdinand Porsche developed the world's first advanced electric car, all-wheel drive car and hybrid car at the turn of the 20th Century**

Los Angeles, Nov. 14, 2007 – Porsche®, a name long associated with engineering innovation, stunned the automotive world by introducing the world's first advanced electric car – a vehicle that also led to the world's first hybrid car. While this “green” alternative to petroleum-based transportation may be considered a mundane news story in the 21st Century when green technology announcements are a daily occurrence, a 24-year-old engineer by the name of Ferdinand Porsche developed, produced and raced such a car more than 100 years ago when horseless carriages were in their infancy.

Working for Jacob Lohner & Co. in Vienna, Austria in 1899, Ferdinand Porsche – father of Dr. Ferdinand ‘Ferry’ Porsche who in 1948 founded the Porsche high performance sports car and SUV company we know today – developed and built the world's first automobile that used electric wheel hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

A Lohner Porsche and concept versions of the Hybrid Cayenne® SUV can be seen at the Greater Los Angeles Auto Show to be held Nov. 14-25, 2007.

Ferdinand Porsche installed his patented invention, the electric wheel hub motor, directly on the front wheels. Standard output was 2.5 horsepower at 120 rpm, but they were capable of 7 horsepower each for up to 20 minutes.

This technology could provide speeds of just over 10 mph and a top speed of about 31 miles per hour. Using a 44-cell battery with 300 ampere hours and 80 volts, Porsche's new vehicle had a range of about 30 miles.

Hailed as “the greatest invention of the age” by one trade journal because electric wheel hub motors eliminated the need for a transmission, gears, belts, chains, differentials and other moving parts and could be produced very quickly, this drivetrain was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900 hurdled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

Soon after, Porsche took his invention to the race track. On Sept. 23, 1900 he fitted his electric wheel hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal combustion engine powered car averaged 21.5 mph.

Later that year, Porsche fitted his wheel hub motors on all four wheels, thus producing the world's first all-wheel drive car. To give the car sufficient power and range, it required nearly 4,000 lbs. in batteries, proving to be the same challenge faced by today's engineers. He tried to solve this dilemma by fitting the

all-electric speed-record car with two De Dion Bouton gasoline engines producing current for the electric powertrain. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel hub motors on the front wheels. It also was possible to run the gasoline engines after start up so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902 he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is most remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo.

## **Cayenne S Sweeps The Podium In A 4,400 Miles Rally From Moscow To Mongolia**

Los Angeles, Nov. 14, 2007 – It is hard to imagine a tougher test of man and machine than the Transsiberia Rallye held this past summer. The event takes competitors and their SUV's from Moscow to Mongolia on one of the world's longest rallies. Some might think this would be an odd environment for a luxury SUV like the Cayenne S, but with factory preparation for extreme off-road use, the Porsche SUV dominated one of the toughest automotive contests in the world.

Driving their specially equipped Team North America Porsche Cayenne S Transsiberia through sixteen grueling time trial stages of woods, mountains, rivers and the Gobi desert; Rod Millen and Richard Kelsey outlasted a field of 39 vehicles over more than two weeks and 4,400 miles to score a huge win in 2007 Transsiberia Rallye.

After a two-week drive from Moscow to Ulan Bator, Mongolia, (the same distance from Alaska to the Panama Canal) Millen and navigator Kelsey, both New Zealand-born rallyists now living in the United States, reached the finish first in the capital of Mongolia. It marked the first time Millen had driven a luxury

vehicle in a rally, and he was impressed with the Cayenne S's strength and agility.

"Having run endurance rallies and off-road races like the Baja 1000 and the Rally of Malaysia, I can tell you that being strapped in a racing seat with a car that has a hard suspension makes your insides rattle. This Cayenne was so comfortable that Richard and I did not take a beating, yet so durable that the vehicle was in perfect shape at the finish. There is no question that we could start another two-week rally with the same Cayenne S tomorrow. That is quite a testimony to the car toughness!" said Millen.

The idea that a luxury SUV could not only compete but win was something that many doubted: of course not all luxury SUV's are Porsches.

Porsche Cayenne S Transsyberia swept the podium in a dominant performance of style and prowess. Second was Italy's 1 team with Antonio Tognana and Carlo Cassina, while the Qatar team of Adel Abdulla and Norbert Lutteri reached the finish to claim third, 23 minutes behind the winner. In fact, seven of the top 10 finishers were driving the special edition Porsche Cayenne S Transsyberia.

Making their debut in the Transsyberia Rallye, the all-new 2008 Porsche Cayenne S Transsyberia models were specially built and prepared by Porsche for long distance rallies. They were modified primarily to meet required safety regulations (roll cages and padding; additional safety belts, etc) and to enhance off-road durability (skid plates; auxiliary lighting, etc). The mechanical components remained unchanged, which is nearly unheard of in the rallying world, including their new 4.8-liter, 385 horsepower direct injection engines.

#### LIMITED EDITION BOXSTER AND BOXSTER S

Wearing eye-catching orange paint normally found on the awesome 911 GT3 RS, Porsche's Boxster 'styling exercise' has seen wide acceptance in the market. With only 500 (250 Boxster and

250 Boxster S versions) produced, and many standard features that normally are options on the Boxster/Boxster S line, these limited edition models are becoming harder and harder to find despite their bright exterior.

On top of the unique exterior color scheme, the Limited Edition Boxster and Boxster S will have black wheels with silver rims, and Porsche's SportDesign body-kit package and an Alcantara-trimmed interior.

Topping the value-added standard exterior and technical features is the SportDesign package that includes spoiler lips that mount on the standard front trim, an automatically extending and redesigned rear spoiler, and modified rear trim with integrated diffuser not only provides a more striking and sportier appearance, it also improves aerodynamics by reducing lift on both the front and rear axles without increasing aerodynamic drag.

A performance-enhancing sport exhaust system with visually unique twin tips is included, and the safety bars, designed to help protect occupants, stand out when dressed in 911 GT3 RS orange paint. Complimenting the orange paint are the black exterior side mirrors and front and side air inlets, the car's model designation in black on the rear deck, and a black convertible top.

The orange and black motif carries over to the interior with seats, carpet, dash, door panels and other surrounding soft surfaces in black and orange adorning the interior trim pieces such as the door lever surrounds, the trim panel covering the dash-mounted cup holders, and the shift pattern on the gear shift lever. Adding to the performance theme is the use of Alcantara trim, a suede-like material used on performance Porsches like the 911 GT3 and 911 GT3 RS. Alcantara is pleasant to touch, but it also helps occupants stay planted in the interior during aggressive driving. Alcantara trim is used on the three-spoke steering wheel from the 911 GT3 RS, the seat inserts and handbrake lever.

The Limited Edition Boxster is available at a base price of

*continued on page 28*

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\$49,900 while the S version is offered at \$59,900. With special features offered as standard equipment, there is a significant savings when compared to a similarly equipped Boxster or Boxster S fitted with these additions as optional content.

**PORSCHE HIGHLIGHTS FUTURE CAYENNE HYBRID**

ATLANTA, July 26, 2007 --- Porsche, a company renown for its high-performance sports cars and sport utility vehicles (SUV), earlier this year showed the Cayenne SUV hybrid prototype to journalists from around the world, providing a glimpse of what the company will offer to consumers by the end of the decade. This new Cayenne and its technology will be spotlighted at Porsche's display at this years L.A. Auto Show.

Porsche is targeting average fuel consumption figures of 9.8 liters/100 kilometers in the New European Driving Cycle and about 24 miles per gallon in the US FTP cycle for the Cayenne Hybrid, and future developments may allow Porsche engineers to push towards an average fuel consumption figure of 8.9 liters/kilometer (approximately 26 miles per gallon). The engineers are looking for a marked decrease of fuel consumption, especially during city use, of about 30%.

The Cayenne Hybrid will feature a full-hybrid design where the hybrid module (clutch and electric motor) is positioned between the combustion engine and the transmission rather than having the hybrid drivetrain branching output along various lines and in various directions via a planetary gearset. Porsche selected this parallel design because the in-line configuration of the hybrid components is more compatible with the existing Cayenne platform. This system in testing is more fuel efficient, and will provide improved acceleration and engine flexibility compared to a conventional Cayenne.

As both efficiency and performance can be improved on the Cayenne with this system, it is the best fit for Porsche.

Coordinating the car's three main components - the combustion engine, the electric motor and the battery - is the Hybrid Manager, the heart of the Cayenne Hybrid.

The Hybrid Manager, which oversees some 20,000 data parameters as compared to only 6,000 data parameters for a conventional engine, is one of the most powerful technologies found in any hybrid vehicle.

Other unique features of the Cayenne Hybrid designed to decrease fuel consumption include the power steering and vacuum pump for the brakes, as well as the air conditioning, which operate on electric power. Technical components, such as the oil pump in the Cayenne's automatic transmission, have been replaced by electrically powered units. The Cayenne Hybrid's electro-hydraulic steering - a first for a vehicle of its kind, will ensure the Cayenne Hybrid drives like a Porsche with predictable and safe handling characteristics and the agility that is expected of a Porsche SUV.

Porsche plans to introduce similar hybrid technology in a version of its Panamera four-door Gran Turismo.

The Panamera will debut in 2009, with a hybrid to follow.

**Application Plugs in Viewers to Movies, Music, Rare Racing Footage--Even Famous Engine Roar!**

ATLANTA--(BUSINESS WIRE)--Oct. 31, 2007--Porsche today announced it has launched a new "Web Cinema" on its Web site that offers Porsche sports-car fans and admirers the ability to view extraordinary Porsche films. This new Web technology gives browsers a "virtual" front-row seat to experience much of what embodies Porsche's legendary sports car driving. The site features rare product development documentaries, inside-the-factory research and even brings the auditory passion of Porsche to life with sounds of the famous engines from the German car maker.

All of this is now live on the Company's Web site, [www.porscheusa.com](http://www.porscheusa.com).

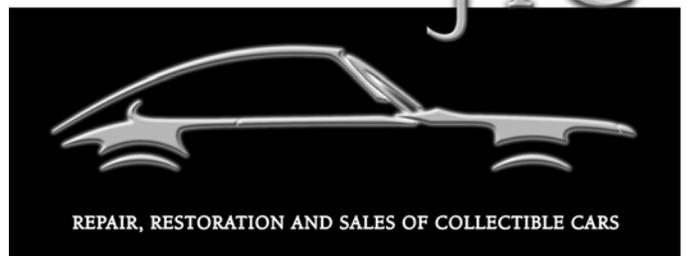
"We are constantly seeking ways to connect consumers to our exciting world of races, rallies and sports car driving," said David Pryor, vice president of marketing for Porsche Cars North America. "With the new web-cinema in place, viewers can feel a part of the action anytime; and the engine sounds truly are music to the ears of a true Porsche lover."

In addition to audio files, browsers logging on to [www.porscheusa.com](http://www.porscheusa.com) will find the movies "True to yourself" about the Porsche Cayman S and "No" about the 911 Carrera 4/4S, both presented with the Golden Camera Award in Hollywood. Reports from the American Le Mans Series and Transsyberia Rally are also available.

Joe Christiano

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One of several 910's brought to the event

they had brought their championship winning Spyder to show off along with the Dyson Team's Spyder.

Saturday afternoon was set aside for the concours on the pit lane. Not behind the fence, the one on the track side of the tri-oval. The track personnel were even, sort of, allowing people to be on the grass in the infield triangle. Somehow it felt like we

were being allowed to setup a picnic on the White House lawn. There were hundreds of Porsches and thousands of people the whole length of that very long pit lane, so much so that it was only late in the afternoon that you could see more than one or two cars at a time.

Sunday was qualifying and racing for the groups. Some people seemed to be trying hard, others were there to participate in a vintage race, which basically consists driving at strong pace but keeping in mind that they were still driving a priceless 15-, 30- or 40-year-old race car. The races were all very entertaining and there was some good racing at the front and trophies were awarded, but all of that was really secondary to just being there and participating. And because many people were doing both, it was one of those rare events where the spectators were just as much a part of the events as the participants. Even the Penske crewmembers were wandering the garages and the concours line closely looking at all the old team cars now in private hands.

Set aside time on your calendar now for the next one in the fall of 2010 and, at the very least, look for the coverage by SPEED channel in mid-December.

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# THE NOR'EASTER MEMBERS PHOTO FORUM

Photography By Miguelangel Aponte-Rios



**Four Speeds** - continued from page 6

Scheib set up paint shops around the US that would paint a car for \$19.95 if you brought your own paint. It was \$29.95 if they supplied the paint.

The owner/operator, a hard working fellow from Brazil, put in his ear plugs, put on his helmet equipped with a separate air supply and fired up the system. The diesel engine on the trailer wasn't really all that loud but when the trigger was pulled on the 6" diameter air hose to fire the baking soda out it sounded like a Boeing 747 was using my driveway for a runway. The noise was painful. I had been warned about the noise and had put on the garden variety ear protection that I use when I use the lawn mower. That did about as much good as sticking my fingers in my ears. I went back into the garage and got out the new set of earphones that I had just bought last week at the Rennsport Reunion at Daytona. That was better but still made the inside of the house a better place to be standing. The blaster threw up a huge cloud of the white powder but with the wind blowing it quickly disappeared into the woods. At least, when the wind was blowing in the right direction. More on that later. The paint didn't come off in big chunks but a little at a time, just like sand blasting. The soda went right through two layers of paint and a layer of primer. It left the metal behind very shiny. There were areas around the door and sunroof edges that were a dull silver color that was evidence of the lead used back in the day to smooth out the joints and cover the seams. The blasting even uncovered the original seams where the nose was welded on and the roof was attached. Just like in the movie, "Made By Hand" filmed at the Porsche factory back in the '60's.

The inside was cleaned, including the dashboard and the insides of the doors. The floor gave up all its dirt and undercoating but held on to two fiberglass patches by the driver's heel. That was a very common fix for rusted areas thirty years ago. Nobody expected these old tubs to last this long let alone have any real value. Little did they know what would happen?

The rims, which had been removed when the car was put on jack stands, were blasted clean in minutes as were the alloy drums at each corner. I've done both myself with a wire wheel and a drill. It took weeks and covered everything in the garage with dirt. Why didn't I do this before?

After the first hour the entire driveway looked the way I remember after the first snow. A very fine coating of the white stuff that gives the whole area a fairy tale sort of look to it. Except this postcard had a guy wearing a diving bell holding a fire hose in it. After two hours, with tracks in the powder and parts laying around the shell the look was more like Beirut after a bomb explosion. After the third hour there wasn't anything within 200 yards that wasn't white. Even the roof of the garage was looking like winter had arrived.

My wife was due back before the job was finished and even the operator knew that was going to be a problem. He assured me that the baking soda would disappear with the first rain and

the paint and dirt was in such a fine power that it couldn't be found. But the look of the area and the noise of the machinery would definitely make any spouse crazy. He knew, as he had one. He opened the hose and blew off the car, the driveway and some of the lawn. That even cleared out some of the leaves that I hadn't gotten around to raking up yet. Hey, I could use this guy every fall. We reasoned that if we had her drive right into the garage and close the door maybe she wouldn't notice that the noise sounded like an Apache helicopter was trying to land in the back yard. Nice try. We should've started earlier we'd be done by now.

All's well that ends well. I am amazed at what a great job the soda does. It was gone the next day after a heavy dew and looked like nothing had happened. Except that now I have a bright shell of a 356 to deliver to the metal shop next week to keep the Puddle Jumper on schedule. I'm looking forward to some quality time on Saturdays in the metal shop. That would be watching of course, I took a ten week vocational course a couple of years ago to learn how to weld. What I learned was that I was never going to be a welder. A man's got to know his limitations. KTF



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delivery system, turbochargers and electrical and brake components etc. etc. it seems to be a prudent investment; more so than the depreciation loss by trading every time the bumper to bumper warranty expires.

There is another question here that I've raised in the past, going back thirteen years to our Explorer with extended warranty. I wonder how much of the stuff that dealer due under factory extended warranties is actually necessary. Does anyone know if the dealers are required to send the bad parts back to the factory either to justify their warrantee work and/or for future quality improvements? I've always been troubled with the requirement of factory extended warranties that the work be done by dealers. As I generally use independent shops for normal service, there is a leap of disconnect when the independent shop finds something wrong and then the vehicle has to go to the dealer for repair, or I think a problem is covered under the warrantee so go to the dealer, then find it's not, so pay far more than I would at my local shop. Well, this time with the F350 I went with a non-factory extended warranty, well rated by BBB and others.

As previously mentioned, we are off Monday for more work on the '08 Ramble to The Balsams. I've been scheduling these trips to avoid conflicts with the Patriots games. Isn't it great being a Boston sports' fan after the year the Red Sox had, the Patriots are now enjoying and what about the Celtics and Bruins? Hell, the Celtics destroyed the Lakers last night and are 10-1 on the season. Sure, it's early in the season but it took them 3 weeks longer last year to win 10 games and The Garden is sold out for the season. And while the Bruins are in the middle of the standings at least there seems to be a long missed energy and desire to win, we'll see.

But the Patriots are downright exciting and fun to watch. I and many of my like minded friends are spoiled. I have no patience, nor desire to watch mediocre teams. When I tune in to other games, they look like a high school game in comparison to the execution of the Patriots, and I simply can't watch them. Sure, I look forward to the Cowboys/Packers game and similar good teams. When John Madden, a Hall of Fame coach, says that Brady may be the best quarterback ever, and the Patriots offense may be the best he's ever seen, the comments carry some weight. Jackie MacMullen, a Globe columnist recently wrote that as good as Brady is this year she thinks his '06 year was better because he didn't have all the gifted receivers of '07, and still had a great year. She compared him with Peyton Manning and wrote that he's had Marvin Harrison all these years and now when Harrison is out due to injury (equating the Colt's receivers in '07 to the Patriots in '06) his performance is not up to its usual excellence.

Stay tuned for up-dates on the '09 Ramble. I want to get your expectations up but am not ready to divulge anything until the decision as been made. I'm excited about the possibilities of the '09 Ramble being a large change equal to last year's when

we went to the three day concept from a two day Ramble. '09 is NER's fiftieth anniversary and your Board is already working on special events to commemorate that. Michelle Wang, our current Secretary has volunteered her time and commitment in chairing the Anniversary Committee and is looking for ideas and archives to make 2009 a really special year. Feel free to contact her with your thoughts.

### **HUMOUR FOR LEXOPHILES**

I wondered why the football was getting bigger. Then it hit me.

Police were called to a day care center where a three-year-old was resisting a rest.

Did you hear about the man whose left side was blown off? He's all right now.

To write with a broken pencil is pointless.

Police described the short fortune teller who escaped from prison as a small medium at large.

The thief who stole a calendar got twelve months.

When the smog lifts in Los Angeles, U.C.L.A.

Dead batteries were given out free of charge.

A backward poet writes inverse.

If you don't pay your exorcist, you could get repossessed.

The man who fell onto an upholstery machine was fully recovered.

He broke into song when he couldn't find the key.

A plateau is a high form of flattery.

Those who get too big for their britches will be exposed in the end.

When she saw her first strands of gray hair, she thought she'd dye.

And if you're ready for it...when a grenade fell onto a kitchen floor in France, the result was linoleum blown apart.

with the passing of another car in opposition. That we were inebriated, overindulging in the indigo nectar of the road was now obvious even to the few others we happened upon along the way. We were soon to discover just how much so, for a passerby was so impressed he decided to go to the effort of reversing his intended course and give chase to tell us so. It was then that the fanciful siren's call which had so enticed Elford and me though this stage of our journey reached full song, though now it emanated not from the melodious maidens of myth, but from a lone stand-in perched upon the cruiser of reality. That the nymphs had left us to fend for ourselves was fully confirmed by the accompanying terror of blinding lights blinking and blazing cold blue hot.

After the requisite glove box fumbling and completing our preliminary introductions, I was forced to apologize on Elford's behalf. I explain that, yes, Elford and I are undeniably intoxicated, and yes, consumption is clearly involved, but I pointed out that according to the legally required signage worn by his bartender, Elford couldn't possibly have a blood alcohol level of more than fifteen percent. I attested that he had but one roughly ten-gallon mixed drink and that that was several days ago. No, we hadn't realized it was a thirty-mile-an-hour speed limit. Elford had judged from the radius of the previous corners that fifty was likely the socially acceptable pace. Yes, perhaps our judgment was a bit clouded, if not a tad optimistic. No, we hadn't seen the sign. Yes, indeed we can't argue with your reckoning, we likely were going a little too fast. We just were having such a pleasant sojourn through your lovely countryside that we simply lost track of velocity. No, it won't happen again; we'll be certain to slow down and be more careful. Yes, and thank you, have a pleasant evening officer.

Fortunately we received no autographed souvenir from our newfound friend. Nevertheless, our mood shattered, we heeded his prudent advice and groped our way back onto the road more traveled, the common byway the normal world would have put us upon in the first place. Where I was deflated, Elford managed the incident well. He carried me back onto Daniel Webster's highway into Massachusetts, complained not when we exited in Chelmsford, nor during the passage through

Carlisle into Concord. Happily home, motor switched off, he only winced slightly in the cold air as I unlatched door, home at last, journey ended.

And with these words, so too another chapter in my personal journey closes. I've alternately enjoyed and dreaded the prospect of producing coherent thoughts to a schedule. And while it is undeniable that I'm glad to no longer retain this obligation, I will miss the challenge... eventually. I hope over the past four years that I've offended you only occasionally. Peace. Tailwagger, over and out of here.

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I also had occasion to use the local Dent Wizard to repair a crease in my company-provided Audi A6. I think a parking attendant at the Four Seasons in Boston got a little too close to my car with another car and pushed in a rear quarter panel (gently). The paint wasn't damaged so I was pretty sure a repair could be accomplished without too much trouble. Sure enough, the wizards at Dent Wizard fixed the panel in a little over an hour, and even polished the damaged area. I've used their services on a couple of occasions now, and each time the repair work has been superb and the cost very reasonable. I highly recommend checking with them if you have small dings and dents on your car — they can probably fix them quickly.

Finally the best news of all, my comments in last month's column about Verizon FIOS service in my neighborhood were noted by a longtime NER member who just happens to work in a management role at Verizon. She made a few inquiries as to the status of work in my area (and just maybe twisted an arm or two). The latest word is that work crews will be back on my street by the time you read this column. My reluctant conversion to Comcast internet service may be rectified much sooner than I could have hoped for. If it does work out that way I'll have yet another new e-mail address. In the interim if you need to e-mail me a marketplace ad, photos or written material, use my current Comcast e-mail address: dlweber1@comcast.net.

Check Your Mirrors - continued from page 9

be like at Lime Rock in mid-November? Well, no surprise, it was kind of cold — gray and cold with some drizzle the first day, and sunny and cold on the second. Still, there was plenty of good driving. I got to see Rebecca and Larry (from my close encounter with the Armco barrier at Mont Tremblant in July) again.

Their 993 looked great, and Rebecca had been promoted to the white run group. I even ended up instructing their friend Vince (another fearless motorcycle racer) in his Boxster S, and helped sign him off to Blue by the DE's end. So, it's been a great year and, despite having some useful tread left on the track tires, I think it's finally time to admit that winter really is coming. Thinking of the calen-

dar, this is my last column as Administrative Vice President. After two years in the job, I'm being kicked out for fresher blood. Frankly, there have been times when planning and running the monthly meetings has been an awful lot of work. But I've had some wonderful experiences. Best of all, I've had the opportunity to meet and get to know many more members than I would have if I had not accepted this job. So, thanks to our membership for their participation. And please join me in supporting my successor, Bob Canter, with your ideas and your attendance at our meetings. I'll be looking for you.

Minutes - continued from page 8

John reported the membership numbers for the assembled board. There are 1427 primary members and 1042 affiliates, with a net gain of 28 over the year. *Nor'easter* subscription renewals are streaming in. Remember, if you want a printed copy please send in your money to John so that your subscription can continue uninterrupted.

On presidential matters, Bruce relayed that our Zone 1 representative, Botho vonBose will not be able to make the Annual Dinner; however Vu Nguyen will be in attendance from National and representing President Prescott Kelly. Bruce and Joyce will be doing an '09 Ramble site visit, then taking off for the Zone 1 president's meeting on November 17-18.

Dave distributed *NOR'EASTER* deadlines and content assignments. John and Win are on the procrastination wagon this month, as they did not submit their reports to Dave prior to the meeting, and were subjected to jeering from the rest of the board.

Matthew updated the group on the website. He reported that we have "foiled" the hackers for the time being. He noted some growth in registered users, but bandwidth went down, possibly due to a couple of reasons. Dave brought up for discussion the need to start charging for banner ads and that we are really feeling the need for an Advertising Manager for the region. The Mart needs to be resurrected, as well as the Goodie Store. Matthew will be working on these in the next few months. Steve Ross observed that the website needs upcoming events kept updated and relevant for the users.

50<sup>th</sup> Anniversary Update: we have members willing and able to serve. Michelle plans to meet with all in February to kick off and start planning. The budget also needs to be completed for presentation to the board. On new matters, the incoming board members will be invited to the December board meeting for hand-off. The December meeting will be held at the Hauben's on December 13<sup>th</sup>. Having no further business to discuss, this meeting was adjourned at 8:57 pm.



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'87 911 Cabriolet: Triple Black with 37,000 miles. Collectors condition 2 owner Southern car. All stock and factory original. G50 5-speed gearbox, 16" Fuchs rims, new Pirelli P-Zeros, Porsche lambs-wool seat covers, bra, and 2 fitted car covers. All books and records. \$32,500. Billy 617-823-9735, more info and pics email me @ billybwax@hotmail.com.

'84 911 Carrera Targa 3.2: Guards Red, 85K original miles, 3<sup>rd</sup> owner, recent service, new clutch & windshield, well maintained, garage kept, exc cond. needs nothing, just drive. \$16,500. Randall Nadeau (401)568-0104 between 6 & 9 PM.

2000 Boxster S, artic silver with red special leather, black top, tiptronic 34,000 summer miles. New p zeros, 30,000 mile service just done. Loaded, cruise control, heated seats, litronic headlights, headlight washers, dual airbags with side airbags, premium sound, cd, car cover. Excellent condition. Asking \$25,000. Call Jeff at 508-737-2727, or email jeffreymbearup1@msn.com

'00 Boxster & misc. parts: Graphite grey leather seats (driver & pass.), heated, power backs w/ manual fore & aft movement, factory rails, very good condition (no tears, rips, or stains), \$1200. L & R standard headlamp units (non-litronic) w/ amber turn indicators, \$500. L & R taillamp housings (no lamps) w/ amber turn indicators, \$150. B-K fire extinguisher mount, R-2020, for 986 & 996 factory seats, \$75. Simpson cam-lock 5-point harnesses, black, driver & pass., w/ pads, \$150. John Leach, (603) 433-4450, or JSL986s@comcast.net

'74 914 engine & trans., org fuel injection, Kerry Hunter headers. Engine runs and is still in car. \$1800 or b.o.; 914 safety devices: roll that is SCCA and PCA legal. \$600 or b.o. Jeffrey Lee (508)997-6303.

'00 Porsche Boxster, Arctic Silver with Metropol blue interior and top; 5 speed, 17" wheels ;AM/FM/CD with hifi option & Sirius Satellite radio. Lojack recovery system. Full maintenance history has had major service in last year, synthetic oil changes only and brake fluid changes every year along with necessary filters. This Porsche is excellent condition, (detailed every spring by Kleen by Cindy) body near perfect interior has no serious faults, back window in decent shape. Second owner has owned for 4 1/2 years offered at \$20,995. Please call Steve at 508-653-1695 evenings or weekends or email at SLR944@AOL.COM

**DE TIRES** - Slightly used Hoosiers, 3 - 245.35.18 and 10 - 245.40.18. All tires have 50-75% of their life and rubber left. \$65-\$90 each depending upon how many you buy. Bruce Hauben - 978.952.8517 - bmh993@earthlink.net

**Tires:** One set of 4 mounted Dunlop snow tires. 2 - 205/55/HR16, 2 - 225/50/HR16 with Porsche medallion center each wheel. Org equip rims (Porsche) used only 3 winters (approx 4K miles) stored professionally by Direct Tire each off season. \$650. Contact Fred (508)655-3577 from 6-9pm.

### Wanted to buy:

1999-2001 996 tiptronic rainforest green or guards red excellent condition. Email why4167@hotmail.com or call 508-823-7614

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

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Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be faxed to (978)352-6819, or emailed to: dlweber1@comcast.net



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#### Zone 1 Representative

Botho von Bose  
Home: 416-509-6661; bvonbose@lomltd.com

## Welcome New Members

Glenn Bruno  
Donna Bruno  
Cumberland RI  
2008 911GT3

Craig Cerrone  
North Attleboro MA  
2001 911T

Mark Connolly  
Carolann Connolly  
Reading MA  
1995 911

David Constantino  
Ann Constantino  
Providence RI  
2007 911T

Peter Dear  
North Chelmsford MA  
2005 Boxster

Joseph DeBeradinis  
Stephanie DeBeradinis  
Hudson MA  
1966 911

Ronald Diburro  
Haverhill MA  
1987

Leonard D'Orlando  
Lisa D'Orlando  
Lynnfield MA  
1960 356B

Skeets Downey  
Stow MA  
1983 911

James Fitzgerald  
John Fitzgerald  
Hingham MA  
1976 914

Richard Gimenez  
Newton MA  
1989 928 S4

Harry Glorikian  
Arlington MA  
2007 911C4S

Berger Gustafson  
Gardner MA  
1991 911 C4

Jeff Long  
Danielle Long  
Bedford NH  
1999 911

Dean Miller  
Fitchburg MA  
2003 911

William Roop  
Karen Roop  
Concord MA  
2005 911

Darren Rosbury  
Aaron Clifford  
Leominster MA  
2003 996 TT

Evelyn Sayles  
West Warwick RI  
2003 Boxster

Peter Smail  
Maria Smail  
Sudbury MA  
2007 911

Brett Srocziński  
Erin Srocziński  
Raynham MA  
1982 930

James Ward  
Theresa Ward  
Ipswich MA  
2007 Boxster S

Dina Witwicki  
Providence RI  
2000 911

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'07 911 Carrera S	Arctic Silver/Stone Grey	P7048	\$91,615
'07 911 Carrera	Black/Grey	P7069	\$80,975
'08 Cayenne Turbo	Crystal Silver/Stone	P8015	\$112,045
'08 Cayenne S	Crystal Silver/Black	P8016	\$69,315
'08 Cayenne	Meteor Grey/Black	P8021	\$ 72,025
'08 Cayenne	Midnight Blue/Stone Grey	P8035	\$59,030
'08 911 Carrera	Basalt Black/Black	P8031	\$ 80,840

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