

*Heliops Tour... Get the Buzz*

**ZONE ONE CONCOURS & RALLY - RETURN TO NEWPORT**

**Zone 1 - 48 Hours of Watkins Glen**

**Newcomers Meeting & Up Tweaking - Reports & Photos**

# THE NOR'EASTER

07 MAY 2007 MA

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

**Date: October 2006**

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

**Assignment: Prepare and Support our customers' cars.**

**Results: All Great... some Extraordinary!**



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

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

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

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

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

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

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

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

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

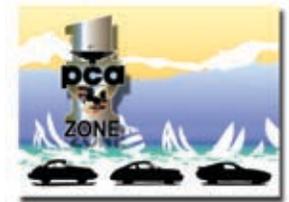
So, the next time your Porsche needs a little TLC... even if you're not planning on driving the banking at Daytona... call or drop us a note. It's often said "Racing Improves the Breed" and we at EPE believe that it's true, not only for the car, but the technician that works on it.



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**Cover Photo**  
Dave Weber captured this view of Wayne Mackie's SuperCup Car getting the full alignment treatment at European Performance Engineering during the Upxixin' Tech session.

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

# Out In The Passing Lane

Dave Weber



Ethanol frenzy may be starting to abate; at least that's the conclusion I've reached after reading several articles detailing the consequences of our government subsidy program for ethanol. In an earlier column, I quoted data suggesting that the energy required to produce ethanol nearly equaled the energy value of the ethanol created, and that the costs for that conversion could not possibly be justified without substantial government subsidies. More recent columns I've read point out that ethanol plants require huge volumes of water in the manufacturing process—water usage that will have significant negative impact on aquifers. Residents in areas where these plants are located are starting to be very concerned about this water usage.

Just today I read two articles on ethanol: one that raised concerns over the creation of more airborne smog that could contribute to more deaths; the second focused on the economic consequences of rising food costs. As more corn is shipped to ethanol plants, less corn becomes

*who analyzes energy policy for Earth Track, a Boston consultancy.” — **Business Week***

One of the plants I manage produces breaders and batters for food manufacturers. The principal ingredient for most of our products is corn. In the past year, we've experienced a huge run-up in corn prices, which, as you might guess, has substantially reduced our margins. So our response, of course, is to try to pass along our higher costs to our customers, who will in turn attempt to pass on their higher costs to their customers. Those customers will of course raise their prices, and guess who gets to foot the bill.

There's no doubt in my mind that we'll soon be reading reports and columns complaining about higher food costs. Your morning cereal, cake mix, McDonald's Chicken McNuggets, sweeteners, etc., will all cost more. Of course, government officials will be blaming manufacturers and growers.

Ethanol producers downplay all these concerns, of course, believing that farmers will plant lots

more corn and that, over time, prices for the raw material will start to fall.

Want to bet on that one? Another article I read in the WSJ pointed out that farmers are investing big bucks in new equipment, and renting more land at high prices. They'll need high prices to cover their increased costs (corn seed is already in limited

supply, for example) and high debt load, so if corn prices started to fall we'd hear them screaming for more farm subsidies and even more government subsidies for ethanol manufacturers (conservatively estimated to be between \$5 billion and \$7 billion in 2006). Who doesn't adjust their standard of living when more income comes through the door? And how easy is it to ratchet back your life style once you've grown accustomed to that higher standard? I grew up in a farming community, and I can assure you that farmers are a vocal voting block that, once engaged, are used to getting their way with legislators.

What's particularly frustrating is that, if we really wanted to become less energy dependent, there are far more energy- and cost-efficient solutions. Travel to parts of Europe and you'll see huge wind farms, but talk of constructing similar farms in the U.S. runs up against all manner of opposi-

***There's no doubt in my mind that we'll soon be reading reports and columns complaining about higher food costs.***

available for human and animal consumption, which of course translates to higher prices for corn, which then raises costs for all products dependent on the corn crop. Beef, pork and chicken producers and growers are appealing to our government to stop the ethanol subsidies, pointing out that our government's intervention in energy markets is having substantial unintended negative impacts on our economy.

*"The effort is uniting ranchers and environmentalists, hog farmers and hippies, solar-power idealists and free-market pragmatists. Left-leaning economists such as Princeton University's Paul Krugman are joining free-market fundamentalists at the Cato Institute in pointing out the economic pitfalls of ethanol. And green groups worry that aggressive production of corn could have dire consequences for the environment, because of the heavy use of pesticides, fertilizer, and machinery that burns fossil fuels. 'There's great concern,' says Doug Koplou,*

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# Upshifting

Bruce Hauben



Finally, blue sky... in fact, a cloudless, deep azure. I've been telling Joyce that I'm so accustomed to the overcast, gray, wet weather that I don't know if I want it to clear up. We get used to a certain 'norm' or procedure, and become comfortable with it. Oh well, guess I'll just have to adapt and go with the tide.

By the time this reaches you readers the Ramble will have gone into the record books as NER's largest single event ever with 141 cars, and still counting, and I know all of those drivers are hoping for a beautiful, clear three days of driving great back roads and socializing with many friends over the three days. While The Equinox has been sold out for several weeks, I continue to get and accept registrations for Saturday's drive along with breakfast and lunch. Something for you all to consider in future years, when you procrastinate too long and miss out on the total Ramble.

As President of the region, I'm on the mailing list of many organizations, including Dr. Ing. h.c.F.

***Anyway, it turns out that the only way to find out about these events around the world is to visit web sites of the different Porsche Clubs.***

Porsche, from whom I recently received a letter and assorted attachments... mostly in English. The letter reports briefly on the last international Porsche Club Presidents' Meeting in Berlin. I wonder if I'll be invited to the next one. It goes on to point out that they are looking forward to an eventful Club Season 2007 and have included a calendar highlighting events of Porsche Clubs around the world, which "you and your Club members are invited to join", including PCA's San Diego Parade in early July. Naturally, leave it to Porsche not to miss a marketing opportunity—much of the letter is devoted to promoting the "youngest member of the Porsche Family... the "more agile and powerful" Cayenne. Funny, I thought the Cayman was the newest member of the line.

Anyway, it turns out that the only way to find out about these events around the world is to visit the web sites of these different national Porsche Clubs, which is what I did. I will now highlight some of the events for you. Many of the translations make for interesting reading.

The Club Porsche España is helping promote the Porsche Francorchamps Club—even you Franco-phobes out there will appreciate this one—three day DE at Spa-Francorchamps, one of the most well-known and challenging circuits in Europe. The event runs May 25<sup>th</sup> – 27<sup>th</sup>, if you want to fly your car over or maybe lease one over there. Spain is following that event with a one-day DE at Nurburgring-Nordschleife. "The transport of cars, election of flights, displacements and hotel will be coordinated from the Club in order that single you take care to enjoy your Porsche to the maximum." Not a bad way to go, eh? All other events on their calendar are now past tense, so I'm unable to give you further info about their schedules.

On to the Porsche Club of Great Britain, which has 31 regions and 15,000 plus members. In 2006 they ran 22 "Track Days" at prices ranging from £160 -£325, mostly single day events. Converting those figures we get \$331US-\$652US, and that is per day. That sure puts the strength of our dollar

in perspective. Have you ever wondered why the UK has been a strong advocate of the European Union yet still insists upon using their pound sterling and not the Euro? That £325 Track Day is at the Silverstone GP Circuit and the Goodwood track, which is limited to 25 cars, is

£290. They also list a fee schedule for "non-members," something we tend not to do in the US.

Except for Goodwood and Castle Combe, all of their track events are run "Open Pitlane," that is to say that, except for the first hour of the day when drivers are grouped according to track experience, the rest of the day is "open track." For their events at Spa in Belgium and the Le Mans Bugatti Circuit in France, they contract with an auto transportation company as do the Spaniards for their long distance event. To put this into perspective, the distance from Barcelona to Berlin is 1946 km (1209 mi) and to Brussels is 1400 km (869 mi.); from London to Brussels is 332 km (206 mi.) and to Milan is 1150 km (714 mi.), if your car can swim the Channel. My drive to Road America is 1,125 mi., Sebring is 1,380, and VIR has become an easy one-day drive at 715 mi. Europe easily fits east of the Mississippi.

A letter on the web site of Region 13 (covering Hereford/Worcester/Shropshire) from the Region Organiser provides a little picture of how similar

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# Four Speeds & Drum Brakes

Tom Tate



There's something about a road trip that is just impossible to resist, at least if you're a car person. Maybe it's the memory of all those late night runs across darkening highways back when we were young and could handle sleep deprivation without missing a beat. Maybe it's just being able to walk into a gas station snack area and load up on all the junk food that you shouldn't eat. Or maybe it's just being out on the road away from the workday routine. Whatever the reason, the attraction draws me to it like a magnet.

Given any opportunity, I will jump in a car and blow through a couple of tanks of gas, even at today's prices, just to watch the scenery go past the window. That chance came up when I bought a 1962 356B in West Virginia and had it dropped off in my brother's driveway in Maryland. The original plan was to have him drive it up to Boston when he and a buddy brought his Speedster up to the body shop in March. That plan got flushed when the weather closed in and winter returned. I put off its retrieval until April

in it he went down what sounded like a survival list from *Man vs. Wild*. He had a blanket, towels, gloves, a toothbrush and clean underwear. There were health bars made with sawdust and even an energy drink. I didn't ask if he'd had a bad experience in the past but I figured to each his own.

As we banked into the final approach, the pilot said that the snowfall had stopped and the temperature was a steady 26 degrees. This was in April in Maryland. A look out the window showed everything covered in snow except for the roads, which were clear.

The first thing that I asked my brother when I saw him was about the heat in the car. He said that he had tried everything and couldn't get any warm air anywhere; in fact, there was quite a draft of cold air for his 45-minute drive to the airport. It was starting to look like a very long drive home.

My mother and sister-in-law had come along to say hello, so we sat down for breakfast. Bill said that we would need gas right away because

when he looked at the gauge the night before it looked like 1/2 a tank but, upon closer inspection, he realized the gauge wasn't linear and the car was actually on reserve. That meant a gallon or so remaining and we were all but on the Rat

95 on-ramp about 20 miles from Baltimore. Ever try to get gas at an airport? Don't bother.

Because we couldn't really get anything resembling a tool kit through airport security, I had asked Bill to throw some tools in a bag "just in case." There was a pair of pliers, a screwdriver, three metric wrenches, a 12" crescent wrench, and a small multimeter (Bill's an electrical engineer). MacGyver would've been happy, but I was getting a little concerned about our level of resources. I still had a cell phone, a credit card and my AAA card, so off we went to the parking garage to hit the road.

The first thing that I noticed was that the heater control knob was turned all the way clockwise, which would seem like the correct direction but was, in fact, all the way off. I turned it back about 15 turns, then looked under the car to see that the heater flaps were closed and we had a chance of getting some heat in the car. We fired it up, said our goodbyes and headed for the toll booth. At

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***As we banked into the final approach, the pilot said that the snowfall had stopped and the temperature was a steady 26 degrees.***

when the schedule permitted a flight to BWI and Southwest offered a \$50 one-way fare.

The plan was to have my brother meet me at the airport in Baltimore with the car; I'd jump in the car on a Sat. and be home in time for dinner. The seller had agreed to keep the car registered and insured with the W. VA plates on it until I got home, then I would mail the plates back. I had seen the car back in the fall and it looked good for a driver and I was confident that it would make the trip just fine.

The offer of a 400-mile road trip in a 45-year-old car prompted Jeff Leeds, an old Porsche enthusiast, to dust off his driving gloves, get up at 4:00 am, and catch a 7:45 flight with me from Providence. It was about 35 degrees when we left but we figured that, flying south, it would be warmer. I had a lightweight coat (see last month's column about taking flights without a heavy coat) and a couple of magazines for the flight. Jeff, not sharing my confidence in old Porsches, had a rather large bag with him. When I asked what was

# Flat Sixer

John Bergen



Welcome to April! As I sit here and pen this month's column, it is one week after the NER PCA Newcomer's Meeting. It was a pleasure meeting many of the new PCA members who made it to IRA Porsche of Danvers. I was impressed by the turn out, and even more so when I heard where people came from.

One person in particular was Art from Martha's Vineyard. Yes, the vineyard! He is a proud owner of a 1974 911, which Art refers to as his toy. Being from the island, though, Art was not too impressed with the directions to IRA. For people not from the North Shore, it is not crystal clear that 95 and 128 are the same road up to a point. In reviewing the directions that appeared in the February edition of the Nor'easter, I could see how reading them quickly might lead to some misunderstandings.

Here's how the directions were printed:

*Directions:*

*Ira Motor Group is located on Route 114 in Danvers.*

***The car handles really well in the curves but on the open road I sometimes get the felling that I'm being buffeted by wind.***

*From Route 128, take exit 25 to Route 114 west. IRA will be 1.7 miles on your right. From 95, take Exit 47 to Route 114 East. IRA will be 0.6 miles on your left. From Route 1, take Route 114 East. IRA will be 0.6 miles on your left.*

Now, Art read that he was looking for exit 25 from Route 128. Since Route 128 is also Route 95, he went to get off at the first exit 25 he came to. Exit 25 in Metro West/South Shore land is the Mass Pike, and this raised a red flag for Art. He knew that the Mass Pike was not what he wanted. To make a long story short, after several miscues and some wasted time, Art did make it to the event and I very much enjoyed chatting with him. Thanks for making the trip, Art!

While I am on the topic of roads and names, let me go on the record as saying I too am sometimes baffled by the seemingly multiple ways a road can be identified. Look at 93, 1, 128, and 95—they all converge in the Canton area where it appears that some major thoroughfare was

going to be built but then abandoned. Then you have Routes 1 and 3 heading into and out of Boston. Highways aren't the only things subject to name change, how about the Sumner and Calahan tunnels!

For those who spend any time driving or walking around Boston, you'll know many more instances of streets changing names. Maybe U2 could write a song about it to go along with their "Streets Have No Names" song. I have been living in New England over 15 years and working in Boston for more than 10 and I still don't know street names; I always give people directions by buildings and places.

For the past five years or so, it has been extremely difficult with the "Big Dig" going on, and finding streets moved or changing one-way directions. I guess that's part of the charm of Boston, and a major reason why our club avoids holding events there!

Getting back to business, the checks seemed to have tailed off. I have only received three checks these past few weeks. This leaves our current subscription base at 690-ish. When I mentioned to Dave Weber that I thought we were done with renewals, he laughed; "just wait," he said. And that is what I intend on doing.

Moving on, I had my car out the last two weekends. I actually drove from all the way up to Danvers last weekend, even after the snow we received on Saturday night. My car is driving well for the most part. Since I have a 1993, 964 I had EPE adjust my valves back in November. I believe I also mentioned that I put a new set of tires on the car too. The car handles really well in the curves but on the open road I sometimes get the feeling that I am being buffeted by wind. This is something I will attempt to explain to Jerry when I bring my car in to be inspected for DE. If anyone has knowledge of what might be causing this, please let me know.

I have also been busy cleaning my car to not let any salt dust accumulate on it. I know I won't be entering any concourses, and if I did I know I wouldn't win anyway, but I do like to keep the car fairly clean. I consistently have issues with my windows and trying to get them as clean and clear as possible. I have used a number of different products but nothing seems to be fool proof. I guess it could be the type of paper towels I use,

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# Minutes Of The Board

April 4, 2007- Michelle Wang, Secretary



The April Board Meeting was held on Thursday April 5<sup>th</sup> at the Wallis residence. In attendance were: Laurie Jitts, Jim Selders, John Bergen, Steve Ross, Ron Mann, Bruce Hauben, Joyce Brinton, Matthew Wallis and Michelle Wang. Absent were Bob Cohen, Steve Boris, Win Perry and Dave Weber. The meeting was called to order at 7:07pm. It was noted, however, that there was no quorum (majority) of board members present, so no votes could be taken at this meeting. It was decided that e-mail follow-up for votes would be done after the meeting and will be reflected in these notes.

Ron started off with an update on activities. It was noted that Charlie Dow's coffee run is firming up—it will be held in June, with an end-point in Stow, where food is available. Due to other commitments, Joe Kraskouskas has declined organizing the Summer Rally. There is planning underway, however, for a Rally in the fall timeframe. Stay tuned for information in the coming months.

Steve Ross noted that the Autocross/DE school on May 6<sup>th</sup> would be busy. There are a lot of other SCCA activities happening that weekend at NHIS. Sponsors are secured for all but one of the autocross events. Steve is also getting training on the timing and scoring system in preparation for the season. He also informed all assembled that Concours events are shaping up, both for the Zone 1 event in Newport and at the Museum of Transportation (PorscheFest).

In DE matters, Laurie Jitts reported that, due to an administrative matter, the May 7th DE at NHIS has been cancelled. To remedy that, there is an opportunity to participate in the NCR May 21<sup>st</sup> and 22<sup>nd</sup> event at NHIS, especially for novices and others on a space-available basis. Further negotiations are underway and notifications will be sent shortly and posted on the website. Details regarding refunds will also be sent out. In order to accommodate the green run group, it was later approved by the board to offer a free day at a future event to any NER instructors if they sign up to instruct only at this event. (Interested instructors, please contact Laurie Jitts for the details). Clarification was received from UCR and it was confirmed that advanced drivers in the black run group will be allowed to drive on that Friday of the Calabogie event. All other DE event dates are confirmed and deposits made. Online registration is open for all events.

Moving on to the Monthly Meetings update, Win submitted his report in writing prior to the

meeting. The assembled board debated various options for the June Museum of Transportation auction meeting. There will be adjustments to the promo for this event so that we can obtain accurate counts for food and beverages. Win is also looking into chartering a duck boat to tour Boston for the August meeting. This will be a limited-seating event, and will be family-friendly, so stay tuned for more information, as seats will go fast! Win has finalized the arrangements for the Annual Dinner, to be held at the Andover Country Club on December 1<sup>st</sup>, so save the date.

The Treasurer's report was reviewed by the group, but could not be accepted due to the lack of quorum present.

John Bergen presented the Membership report. We have 728 subscribers to the Nor'easter, up from 690 last month. The region has 2411 total members, of which 1379 are full members. The Newcomer's Meeting was very well subscribed, with 60 new members in attendance.

President Bruce reported on a couple of important items. The Ramble is sold out, with 142 cars, 285 people for lunch, and Saturday night dinner capped at 250. He is planning for the 2008 Ramble but is keeping mum for now on venue and location.

Secretary Michelle distributed Editor Dave's deadlines and content assignments at the meeting. Again it was noted that Membership Secretary Bergen has submitted his column in advance

*continued on page 41*

## Happy PCA Anniversary

### Thirty Years

Alex Finigan  
David Maynard

### Fifteen Years

Jonathan Kelly

### Ten Years

David Husak  
Robert Lepofsky

### Five Years

Richard Crawford  
Leon Hاديaris  
Patrick Harris  
Eric Hartwig  
Scott Fabyan  
John Lewis  
Kirk Stingle  
Donald Veino

# Check Your Mirrors

Win Perry



April has (so far) been the month without spring. Despite this fact and some late, very unwelcome snow, and over the objections and (dare I say) ridicule from my wife, I have started riding my bicycle to work again. My sniffing and coughing may prove my wife to have been correct. A second April ritual for me is getting my Boxster aligned in preparation for the track season. This year, I also had proper coil-overs with monoball camber plates installed in place of my H&R sport springs and Bilstein struts. Finally, I think I have (more or less) real racecar negative camber on the front wheels. Even on a highway exit ramp, I can feel the new way the car turns in and sets into the curve. The coil-overs, however, didn't come with any guarantees that they will make me a better driver!

As fellow NER track rats already know, the vagaries and priorities of big-time racing caused our May 7<sup>th</sup> novice day DE at NHIS to be cancelled. Feeling all dressed up with nowhere to go from this turn of events, I have signed up for a

***Not too long ago the Economist ran some interesting articles on the auto industry, and on the German carmakers in particular.***

three-day BMWCCA Driving School (their DE) at Watkins Glen in late April. As an added bonus, my son Luke will join me for the two weekend days. It will be interesting to see how the BMW club runs their events; I enjoyed an autocross run by the BMWCCA last year. I suspect that the PCA has provided the model for all of the other clubs' track day programs, but I may well learn a thing or two from another club. If luck permits, I may also be able to drive a one-day 'school' at Lime Rock in early May. Regardless of how this all comes out, you can be pretty sure I will bore the readership with all the details in my June column.

Not too long ago, *The Economist* ran some interesting articles on the auto industry, and on the German carmakers in particular. The Europeans are trying to take carbon dioxide emissions seriously. The Germans have been especially vocal in pledging to fight against global warming. The Germans, however, also make a lot of money selling large, powerful, fast cars. We have our "CAFE" average fuel economy limits; Europe plans to in-

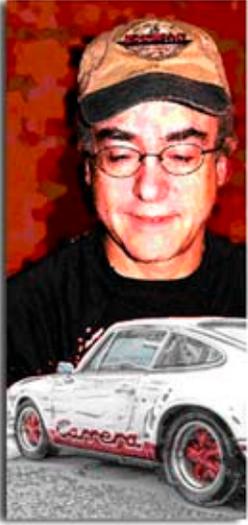
roduce limits on fleet average CO<sub>2</sub> emissions per kilometer starting in 2012. After a ferocious fight against even harsher limits, led by German Chancellor Angela Merkel, the EU has decided to trim the CO<sub>2</sub> emissions of the average new car sold in Europe to 130 grams per kilometer driven. This represents about a 20% reduction from current levels. It's not yet clear what average means. The German makers are still pushing hard for concessions and exemptions, but the French and Italian car companies aren't as alarmed, and won't fight the new limits. Merkel has all but been accused of hypocrisy for the discrepancies between her speeches on the environment and her actions on behalf of Mercedes, BMW and Audi. Even Porsche got into the act. Apparently, Wiedeking talked of a "business war" against France and Italy. At the moment, the average Porsche emits 297 grams of CO<sub>2</sub> per kilometer. This could become a problem! There were also some interesting figures on the average engine power of private cars sold in various countries. Not surprisingly, the USA led the pack of gas hogs with an average power level of 212 bhp. What was surprising, at least to me, was how much lower the next country (Germany) was: only 120 bhp! The lowest figure on the chart was Italy with about 95 bhp. It must be all those Fiat Puntos. Engine displacements pretty much matched the power ratings.

The average engine sold in the USA displaces 3.4 liters, in Germany: 1.8 liters; in Italy: 1.6 liters. At the risk of becoming very unpopular in NER, I must admit to not being a fan of the current horsepower war (mostly led by the German luxury car makers). 400 and 500 HP cars in the hands of the average (if rich) American driver does not inspire a feeling of great confidence. Even worse, it seems that any car today under about 3,500 lb. is considered fairly light. The national obesity epidemic is not just limited to the Big Mac crowd. Way back when, starting in the mid-1960s, we had another horsepower war—the famous muscle car era. At the time, I was driving a 1,500 lb. Fiat Abarth with a 1-liter engine, followed later by what seemed like a big, grown up car, a BMW 2000CS, complete with power windows and air conditioning. Even so equipped, my CS still only weighed about 2,600 lb. I had nothing but disdain for what I considered to be the bloated, overweight, and ill-handling iron coming from Detroit.

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# Tail Wagging

Ron Mann



With this note, I complete three quarters of all I will pen in my current tenure. It could prove to be the most troublesome of the bunch. This particular month has been one of the more difficult on record, given the irritations surrounding the loss of our May NHIS date and the reality that I've pumped several hundred hours and probably 10,000+ words onto the website in the past few weeks. Couple that with a key resignation, tons of work left to perform to get ready for the driver's school, more software updates to get out for the site, many, many more hours of laying out the initial content on the wiki, and autocross season preparation, and, frankly, I'm starting to feel like the space shuttle on a less than perfect reentry; things are happening fast and I'm beginning to feel the heat. Plus, I think I'm running out of words.

It could be worse. With the NHIS date gone and snow laying about the yard and all nearby race tracks, my utmost concern is the prospect of opening my personal track season on that

## ***Those aware of Whitey's exploits in and about the Finger Lakes Region know precisely why I'm on edge.***

distant New York hill that loves to single me out for a heaping, steaming dish of adversity every time I go there. I usually like to work my way up to the Glen. This year, given the circumstances, that won't be possible. Those aware of Whitey's exploits in and about the Finger Lakes region know precisely why I'm on edge—mysterious maladies, blown engines, suddenly inoperative shifters, nearly new trailer tires shredded in half, electronic brains suddenly gone limp and lifeless. Thankfully, none of these woes has been anything other than financially devastating. Nevertheless, I've no wish to tempt fate, nor to experience an escalation of hostilities, as the fact of the matter is I love WGI, if for nothing other than the ability to attack the same corners that Clark, Moss, Hill, Stewart, Petersen, Lauda and that maniac Hunt did in my youth. So, in a likely futile attempt to appease the track gods, I shall assert publicly in print that I fully support the big show coming back to the single most historic motorsports arena in the country. As proof of my religious fervor, I hereby

swear that after offloading the wicked one, if the track promises to treat me more reasonably, I'll set up a small shrine in the back of the Trailex, complete with photos of her most famous sons and the finest incense money can burn, for all to worship in.

Speaking of F1, some of you may recall the tears shed by me in homage to Schuey's departure last fall. I am flabbergasted that just as one genius somewhat unexpectedly leaves the sport, a new one, perhaps of even greater talent, arrives. In the I-net chat rooms, I found one particular discussion of the Malaysian GP rather curious, though. Entitled, "Is Massa a test driver or a racer?" it mused that poor Felipe, after his incredible dice with this young phenom, wasn't worthy of keeping his seat with the house of Enzo. Group Internet think seems to indicate that this sentiment is shared by most Ferrari fans. Evan, a normally astute European colleague of mine, shot off a hasty e-mail to me that contained no message other than its title, which read, "Massa and Kimi are Muppets."

I'm not quite sure I understand what these guys were looking at. What I saw was a heretofore untested, incredibly talented driver who, for the second race in a row, has bested far more experienced drivers in possibly superior machinery. And doing so with tremendous audacity by passing both Ferraris

on the outside in the first corner. This young man blends the cunning, boldness, skill and craft of the mature competitor with the lightening reflexes and decision-making gifted only to the young. He will undoubtedly give the red cars fits all season. The rookie, in case you've not been paying attention, is one Lewis Hamilton. In his first two outings has set the fastest race lap, both times on tracks he had never set foot on before. The exquisite tactics he employed against Massa made for the best sequence of F1 racing I can recall since Mika made his legendary pass on Michael at Spa in Y2K. This is the stuff of legend. As I followed his career in GP2 he certainly showed tremendous talent, but I doubt anyone, even Ron Dennis, could have imagined that he would have turned in such a fine performances in his first two races. There's always a lot of luck involved, but I'm holding my breadth to see just what he can do when the circus returns to the continent where we will see him perform on courses he's familiar with.

Like I said at the top, I'm a little burnt out. I've got a ton more work to do, and Bahrain is on this weekend, so I'm cutting it short this month. I couldn't live with myself, however, if I didn't manage to note the passing this week of Kurt Vonnegut. I love—loved—Kurt Vonnegut. He made me think and laugh and cry. He wrote sentences like, "Every passing hour brings the Solar System forty-three thousand miles closer to Globular Cluster M13 in Hercules—and still there are some misfits who insist that there is no such thing as progress" or, "All persons, living and dead, are purely coincidental" or, "They don't do anything, don't suggest anything. They are transvestite hermaphrodites" or, "The waitress brought me another drink. She wanted to light my hurricane lamp again. I wouldn't let her. 'Can you see anything in the dark, with your sunglasses on?' she asked me. 'The big show is inside my head,' I said."

If all you recall of him is Slaughterhouse-Five from back in high school, do society a disservice and read Deadeye Dick or Bluebeard or whatever. If you're not keeping pace with Lewis Hamilton, spend a little time rewinding the DVR and watching

his hands during the in-car video laps. Those activities should keep you fully occupied whilst I find a way to right or write the ship. Hopefully, by then you will have realized that you're completely wasting your time reading the spittle I drool out onto these pages anyway. That should give you reason to be optimistic for both you and I will only have to suffer this a half-dozen more times, and that's worst-case, assuming I survive the Glen next month. Speaking of next month, 'til then, I bid you peace. ☐

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## Calendar At A Glance

### May

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

### June

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

### July

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

### August

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

### September

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

### October

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

### November

### December

1 Annual Dinner

## You Think You're Fast: These Babies Really Fly Saturday, May 12th @9:00 AM - A Visit To Heliops

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

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

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

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

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

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

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

### Directions:

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

*Coming from the North (or Boston):* Take Route 3 South to Exit 6B (Samoset Street West toward Carver). Follow Samoset Street West approximately 1/3 mile. At the second set of traffic lights, turn Left onto Pilgrim Hill Rd. At the top of the hill, the road ends. Turn Right onto Summer St. Follow Summer St. approximately 2 miles. At first set of traffic lights turn right onto South Meadow



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ZONE ONE  
 PORSCHE CLUB OF AMERICA  
 RETURN TO NEWPORT, RI

CONCOURS  
 D'ELEGANCE & RALLY



**May 18, 19 & 20, 2007**

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

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

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

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

**Headquarters Hotel Info**

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

**Best Western, The Mainstay Inn**

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

Concours questions? Contact **John Paterek**, 973-635-5918, email [paterek@aol.com](mailto:paterek@aol.com)

**Zone 1 Rally Info**

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

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

**Registration Form**

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

**People Info**

Concours Entrant or Rally Driver \_\_\_\_\_

Phone \_\_\_\_\_ Region \_\_\_\_\_

Concours Co-entrant or Rally Navigator \_\_\_\_\_

Phone \_\_\_\_\_ Region \_\_\_\_\_

Entrant/Driver Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

email \_\_\_\_\_

**Car Info**

Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

License Plate \_\_\_\_\_

**Pricing Info**

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

Check all that apply:

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

**We are entering these events:**

Check all that apply:

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

**Summary and Totals**

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

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



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

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

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

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

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

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

Remember, to qualify for a year-end series trophy, you need to participate in at least four of the five events. Again this year 16 and 17 year old children of region members can participate in autocross events. To be eligible permission forms must be obtained and signed by the entrants parents. Forms can be found at the [pca.org](http://pca.org) web site.

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

### **Directions to Fort Devens**

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

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

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

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

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

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

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

## **NER Brings Back The Ever Popular Annual Auction Saturday, June 16th @ 6:30 PM, The Larz Anderson Auto Museum**

You've been accumulating Porsche related stuff for years, and your better half has said "enough already". You need a great Saturday evening out to add to your June calendar. A Porsche event filled weekend has always sounded like a cool idea. Well, NER has come to your rescue with Return of the Annual Auction, held on Saturday evening, June 16 in conjunction with German Car Day, held the next day, Sunday morning, June 17. Both events will be held at the always elegant Larz Anderson Museum of Transportation.

We'll start the event with a pre auction social hour at 6:00 PM complete with light buffet and beverages served by Wildflour Catering. Calzones, antipasto, tortellini, salads and focaccia. These guys did a great job for our last evening at the MOT. During this time sellers can display their treasures, and prospective buyers can look out for bargains and plot their auction strategy.

We've arranged for NER's own premier auctioneer, Tom Tate, to assist sellers in extracting the most possible cash from prospective buyers. Of course Tom will simultaneously assist buyers in getting the best possible deal – an extraordinary balancing act that only Tom can pull off! We'll keep the auction going till the last item is bid, or till Tom runs out of one-liners.

So start reviewing your inventory of possible sale items stored in your garage or basement, maybe use the "Clean Sweep" approach for determining whether you should explore parting with that rare part or publication. Examples of popular auction items in the past include clothing, posters, framed art work, Porsche books, wheels, brake parts, tools, manuals, model cars, and occasionally tires. So bring those treasures packed away in your garage, basement or attic to NER's Annual Auction. We may even try and move some region Goodie Store stuff via the auction route.

Just remember no one is likely to part with big money at this event, so don't plan on selling or buying a Porsche via the auction route – we're not Barrett-Jackson! (On the other hand, maybe Tom would like to auction off that 1973 Carrera RS you don't know where to park anymore.) Buying or selling, we guarantee you will have a far better evening than staying home with your computer logged in to eBay.

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

### **Directions:**

Larz Anderson Auto Museum, Larz Anderson Park, 15 Newton Street, Brookline MA 02445

*Coming from the West (Rte. 128/I-95):* Take Rte. 128/I-95 to Rte. 9 towards Boston. You will pass the Chestnut Hill Mall on your left. Six lights after the Mall, you come to a major intersection (approx. 5 miles from Rte 128/ Rte. 9 intersection). Take a right onto Lee Street. Follow Lee Street to its end. This is Newton Street. Turn left onto Newton Street. Stay to the right around the bend. The museum is in Larz Anderson Park, which is 1/4 mile on the left.

*Coming from the North (Rte I-93):* Take Route I-93 South to Storrow Drive. Take the Fenway exit. Follow Outbound /Riverway signs to Boylston Street (taking a right off the ramp). Boylston St. will merge onto Brookline Ave. Follow Brookline Ave. to the Riverway/Jamaica Way intersection. Turn left onto the Riverway (this will turn into the Jamaica Way). You will go through the intersection with Perkins Street (Max Warburg Sq.) and Jamaica Pond will appear on your right. Go 1/2 way around the rotary (Kelley Circle) and at the lights turn right onto Pond Street. Pond Street will turn into Newton Street. The museum is located in Larz Anderson Park on the right about a 1/2 mile from the rotary.

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

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

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

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

For questions feel free to contact Steve Ross at [slr944@aol.com](mailto:slr944@aol.com) ☐

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# 2007 NER Autocross Series Pre-Registration

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

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

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

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

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

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

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

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

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

Entrant: \_\_\_\_\_ Co-Entrant: \_\_\_\_\_

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

Auto: Make / Model / Year / Color: \_\_\_\_\_

Email: \_\_\_\_\_ Phone (eve): \_\_\_\_\_

Series Class (see rules elsewhere for class information: \_\_\_\_\_)

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

  
 Car # Requested



# Zone 1 - Porsche Club of America

## Driver Education Registration Form

### 33rd Annual 48 Hours of Watkins Glen

### June 22-24, 2007

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

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

Registrar: **Zone 1 PCA**  
**PO Box 9**

**Ulster Park, NY 12487**

**Questions? (845) 364-4173 / [georgeb@944ecology.com](mailto:georgeb@944ecology.com)**

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

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

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

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

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

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

# 2007 DRIVER EDUCATION 2007

TREMBLANT NEW HAMPSHIRE INTERNATIONAL SPEEDWAY . MONT TREMBLANT . WATKINS



## 2007 Driver Education Schedule

**July 9, 10, 11: Mont Tremblant**  
**July 13, 14, 15: Calabogie w/Upper Canada**  
**July 25 - 26 Watkins Glen International**  
**August 17, 18, 19: Mosport**  
**September 6: NHIS**  
**September 24, 25: Watkins Glen w/NNJR**

## NER Driver Education Program

### *Important Changes Effective for 2007*

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

**In the same section you will find a link to NER's Tech Form - [http://www.porschenet.com/images/PDF\\_Files/techform.pdf](http://www.porschenet.com/images/PDF_Files/techform.pdf)**

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

**NO OTHERS WILL BE ACCEPTED.**

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

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

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

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

Novices should address any questions to Frank Bruns, Chief of Novice Development at [NovDev@PorscheNet.com](mailto:NovDev@PorscheNet.com).

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

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

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

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

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

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

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

Anyone admitted by special exception pays a \$1000 late fee.

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

Everyone who attends an NER DE event is expected to review and understand the information in the event packet. Print out the packet and bring it with you (don't forget the track map), as this will be your only copy. A week to two



weeks before any event, be sure to look for any "Track Rats Message" containing last-minute details and reminders from the Track Chair. Sometimes, there is 11th-hour information you need to know.

#### E-mail

N.B. Check your spam filter to make sure messages from the following don't get caught, as there will be communiqués from Mark Keefe, (mxk@charter.net) and Laurie Jitts, Track Chair (laurence.jitts@verizon.net. Messages from the Chief Driving Instructor and Novice Development Chief will be forwarded by the Register. Every year, some people didn't get their messages because of their spam filters.

#### Cancellation & Refund Policy

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

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

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

There is no refund for those who do not come the track when the event is never started. Partial refund may be available to those who come to the track when an event is not started.

All refunds will be issued within a month after the event in question.

#### Instructor Details

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

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

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

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

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

While we have professional corner workers at many events, all participants will have a work assignment. In fairness to fellow workers, any participant who is tardy or who fails to show up at his/her assigned station will forfeit time on the track.

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

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

#### Personal Car Requirements

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

#### Some of the key requirements include:

5 or 6 point harnesses (if installed) must be used in conjunction with a "racing seat" equipped with manufacturer-installed openings to accommodate the shoulder, lap and sub-belts: no add-on or "home modifications" will be accepted.

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

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

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

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

Long-sleeved shirt and long pants. No synthetic materials. Either closed-toed shoes with rubber soles or Nomex driv-

*continued on page 22*

**Driver Education Guideline - continued from page 27**

ing shoes (we recommend that you *don't* drive in sneakers, as the soles are too thick for proper feel and control). No red or yellow clothing for work assignments.

Metal-to-metal mounted fire extinguishers are required. First-time participants are excluded for the first event only. Equal restraints are required for driver and passenger (if a passenger is present "Equal restraints" means both occupants have the same level of equipment.

NER/Zone 1 regions require that all instructors' cars that may take a passenger have equal restraints and that they "default up to the higher level of protection", i.e. if one has a five-point harness, both must have them.

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

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

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

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

**Technical Inspection**

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

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

**NO OTHERS WILL BE ACCEPTED.**

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

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

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

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

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

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

**Instructor Program**

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

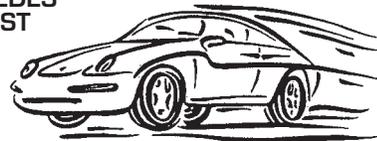
If you are already an instructor with another region, contact Steve Artick, Chief Driving Instructor, at ChifInst@PorscheNet.com.

The Annual Gilbert H. Meyer "Instructor of The Year" award will be selected by his or her peers. This instructor is an outstanding teacher, safety conscious, shows exceptional judgment, sets a good example, and still considers him- or herself a student. The recipient will be announced at our Annual Dinner, usually held in early December. □



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## Northeast Region Driver Education Universal Registration Form For 2007

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

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

Entrant

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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

Phone (Day): \_\_\_\_\_

Phone (Night): \_\_\_\_\_

PCA/BMWCCA Region: \_\_\_\_\_

Member #: \_\_\_\_\_

E-mail:\* \_\_\_\_\_

Entry Fee:\*\*

Entry Fee (student or signed off): \_\_\_\_\_

Entry Fee (instructor): \_\_\_\_\_

Check payable to payable to event host PCA Region -

For Example - NER/PCA or Potomac/PCA

Co-Entrant

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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

Phone (Day): \_\_\_\_\_

Phone (Night): \_\_\_\_\_

PCA/BMWCCA Region: \_\_\_\_\_

Member #: \_\_\_\_\_

E-mail:\* \_\_\_\_\_

Entry Fee:\*\*

Entry Fee (student or signed off): \_\_\_\_\_

Entry Fee (instructor): \_\_\_\_\_

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

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

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

Circle your experience level

Beginner - Novice - Intermediate - Advanced - Instructor

Circle your experience level

Beginner - Novice - Intermediate - Advanced - Instructor

**Emergency Information**

Doctor & Phone #: \_\_\_\_\_

Personal & Phone #: \_\_\_\_\_

Conditions: Penicillin - Contacts - Other: \_\_\_\_\_

Doctor & Phone #: \_\_\_\_\_

Personal & Phone #: \_\_\_\_\_

Conditions: Penicillin - Contacts - Other: \_\_\_\_\_

**Vehicle Information**

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_ Year: \_\_\_\_\_

Modifications: \_\_\_\_\_

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

Signed: \_\_\_\_\_ Date: \_\_\_\_\_ Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Send to appropriate event registrar.

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

NER Event Dates	PCA Opens	Inst Late Date	Closes
July 9-11 - Mont Tremblant #1	March 1	June 3	June 24
July 13-15 - Calabogie w/UCR	TBA	TBA	TBA
July 25-26 - Watkins Glen	March 1	June 19	July 10
Aug 17-19 - Mosport	March 1	July 12	August 2
Sept 6 - NHIS	March 1	August 1	August 22
Sept 24-25 - Watkins Glen w/NNJR	TBA	TBA	TBA

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

\*\* Fees: Per event - NHIS Student \$160, Signed off \$145, Instructors \$70; Watkins Glen: Students \$320, Signed off \$290, Instructors \$140.

LCMT & Mosport: Students \$480, Signed off \$435, Instructor \$210. Calabogie & Sept Watkins Glen costs TBA.

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



## 2007 NER DRIVERS EDUCATION EVENT



# 3 DAY SUMMERFEST AND DE ENDURO MT. TREMBLANT

**July 9, 10 & 11, 2007**

### Registration Opens March 1, 2007

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

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

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

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

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

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

<b>Students</b>	<b>\$480</b>
<b>Signed off Drivers</b>	<b>\$435</b>
<b>Instructors</b>	<b>\$210</b>

Instructors will have special incentives provided they register early.

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

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com) or **508-529-6127** before 8 PM.

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



### CIRCUIT MONT-TREMBLANT





[www.ranrace.com](http://www.ranrace.com)

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Most Saturdays 10 am - 4 pm

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(781) 344-1029



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

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

We look forward to seeing you.



2007 NER DRIVERS EDUCATION EVENT



# 3 DAY DE @ CALABOGIE IN CONJUNCTION WITH UPPER CANADA REGION & NORTH COUNTRY REGION

**Friday, July 13 - Instructors and Advanced day**  
**Saturday/Sunday, July 14 & 15 - General DE weekend**

NER is pleased to announce that we finally have a DE event scheduled on the brand new **Calabogie Motorsports Park (CMP)** which will be held in conjunction with UCR & NCR. Those of you who are NER Instructors or who run in the Black Run Group (Blue Run Group in Canada) will have an introductory day on Friday, the 13th. Saturday and Sunday will be normal DE format days for everyone to enjoy.

CMP is a brand new 5.05 km (3.03 mile) road track with 23 turns, 65" of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490 mile drive from the Boston area. Those who have already had the chance to drive it report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of Mt. Tremblant) this is of little surprise. To have a preview of the track, go to [www.calabogiemotorsports.com](http://www.calabogiemotorsports.com).

Many of us "track junkies" have already made the plan to turn the week of July 9th - 15th into a full on track week by attending NER's 3 day Mt. Tremblant DE event and then heading straight to Calabogie for another 2 or 3 days. Remember that NER's LCMT event is right in the middle of the Blues Festival so even if you are not on the track at Calabogie on the Friday you can do a lot worse than to spend a day enjoying the amenities at Mont Tremblant before traveling over to Calabogie (which is reported to be only a few hours away).

**Registration for this event will be handled by our good friends at Upper Canada Region and NOT through the NER website.** You will find details of what to do and how to register at [www.pcaucr.org](http://www.pcaucr.org). **Registration is already open for instructors and advanced drivers.** All others note that **Registration opens on May 19th and closes June 29th.** This is likely to be a very popular event so don't wait to register!

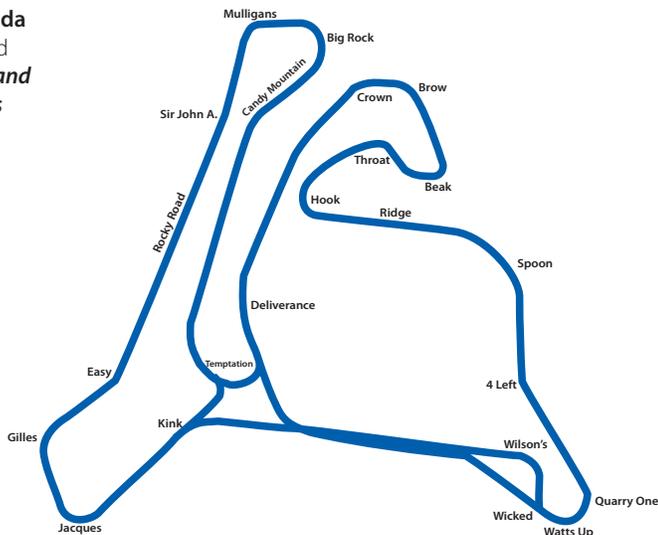
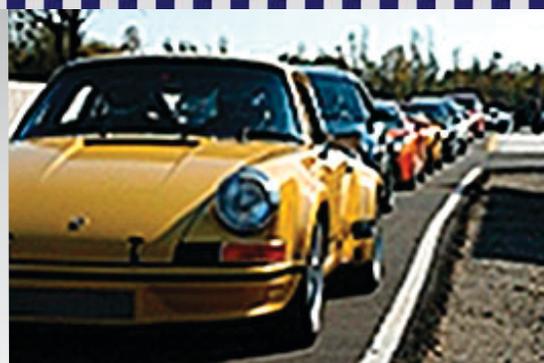
Pricing at time of press has been set at:

<b>Friday</b>	<b>Instructors &amp; Advanced</b>	<b>\$95 CAD</b>
<b>Saturday &amp; Sunday</b>	<b>Instructors</b>	<b>\$190 CAD</b>
<b>Saturday &amp; Sunday</b>	<b>All Others</b>	<b>\$380 CAD</b>

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

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com) or **508-529-6127** before 8 PM.

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



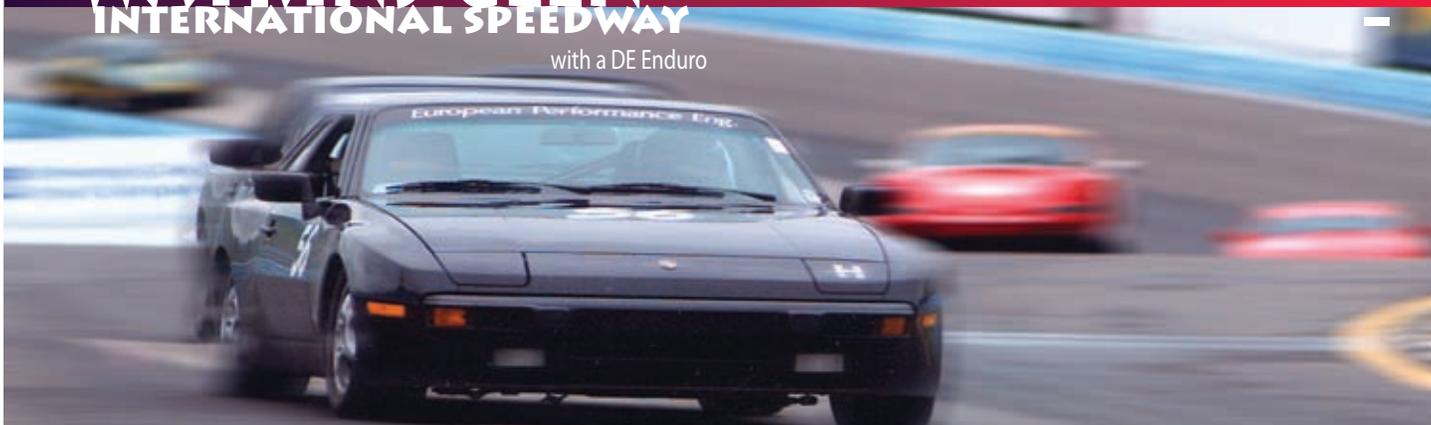


## 2007 NER DRIVERS EDUCATION EVENT

# WATKINS GLEN

## INTERNATIONAL SPEEDWAY

with a DE Enduro



**July 25 & 26, 2007**

**Registration Opened March 1, 2007**

Many drivers name The Glen as one of their favorite tracks. With that in mind, the Northeast Region invites you to join us for our annual, two-day event at "The Glen" - also known as "New York's Thunder Road" - a great track with a lot of history in the heart of the Finger Lakes Region of Upstate New York. This is a beautiful area and offers much to see and do, from boating and lake activities... to wine tasting... to exploring the dramatic state parks and beautiful waterfalls. Nearby are a great vintage aircraft museum next to the Elmira Airport and the Corning Museum of Glass and the Rockwell Museum of Western Art in Corning.

On Thursday, we will hold a one-hour, DE Enduro for our Red and Black run groups. While similar to a Club Racing Enduro, it is run under strict DE passing and driving rules.

Watkins Glen International is steeped in history from its beginnings in 1948 with European style open wheel racing through the village, including concrete and dirt roads. In 1961 the first Watkins Glen US Grand Prix became a fall tradition through 1980. Innes Ireland won the inaugural running, with great drivers such as Clark, Hill, Stewart, Lauda, Fittipaldi and Hunt among the winners of later Grand Prix. This early history has evolved to a Rolex/Grand Am event in early June, then a NASCAR/BUSCH weekend in August followed by the US Vintage GP and an IRL race in September. YOU CAN DRIVE THE SAME TRACK AS ALL THESE PROFESSIONALS WITH NER.

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

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

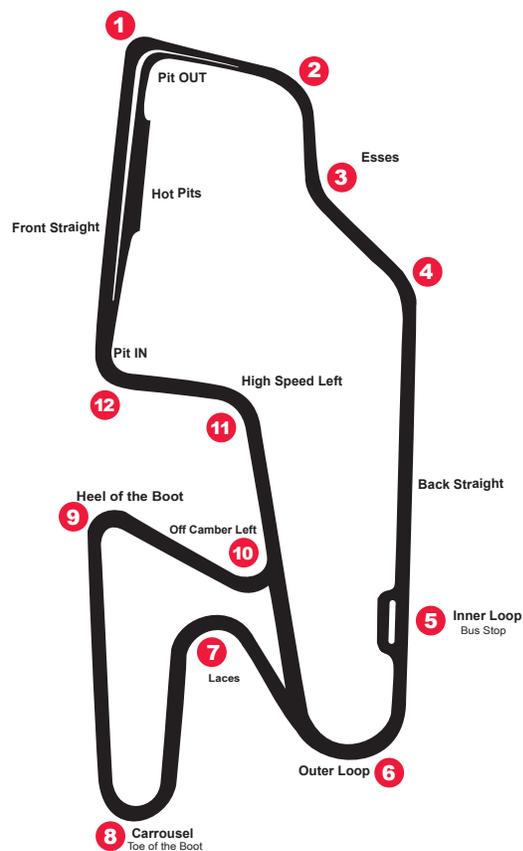
<b>Students</b>	<b>\$320</b>
<b>Signed off Drivers</b>	<b>\$290</b>
<b>Instructors</b>	<b>\$140</b>

Instructors will have special incentives provided they register early.

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

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com) or 508-529-6127 before 8 PM.

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



# Newcomer's Meeting Hosted By Ira Porsche

Copy By Win Perry, Photos By Dave Weber

At 10:30 PM on the night before NER's 2007 Newcomer's Meeting, I was driving south on Route 1, about a mile or two from Ira Porsche, in the middle of an almost white-out snow storm. This didn't seem like a good omen for Sunday's meeting. Not to worry, though. By Sunday morning it was blue skies, and some angel must have cleared my driveway during the night, because the whole surface was black asphalt.

In fact, it was sufficiently close to feeling like a springtime morning, that I drove over to my garage at work, where my Boxster had been sleeping during the winter, pulled my stuff out of the Bimmer, and drove off in a more appropriate ride. Clearly, I was not the only member to feel the return of spring. Among the sixty-some members and guests, there was a good variety of Porsches present. As always, Ira Porsche was generous and welcoming. Our host, "racecar" Rick Scourtas—a longtime NER friend who has returned to Ira Porsche after a year's stint with another Ira marque—welcomed us, introduced a few key members of Ira's team, and called our attention to the various Porsches, including the new Targa and the redesigned Cayenne, which had been strategically placed for us to ogle.

After some time spent enjoying the bountiful buffet (also provided by our host), the meeting was called to order by NER President, Bruce Hauben. First off was new Membership Director John Bergen, who welcomed our new members and asked everyone to introduce himself (or herself!) and identify their Porsche to the assembled throng. As always, many different



Rick Scourtas and Chris Husband, Ira Porsche Sales, welcomes NER



John Bergen (left), NER Membership Chair, welcomes a newcomer

Porsches are owned by our new members. I was pleased to note a strong showing by Boxster owners.

Next up was Win Perry (me!) talking about the many different activities NER provides for our membership. Some of the future meetings described to the new members were: a Tech Topics meeting at EPE on April 14<sup>th</sup>, a tour of Heliops in Plymouth on May 12<sup>th</sup>, and an evening auction and buffet at the Larz Anderson Museum of Transportation on June 16<sup>th</sup>.

Then it was time to talk about opportunities for performance driving. DE Chair Laurie Jitts explained and described our



Lots of newcomers showed up to learn about club activities

continued on page 30

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Old and new members discuss club stuff

Driver Education program. Laurie described how DE is not racing, but offers a structured and safe opportunity to learn the correct way to drive your Porsche fast. He explained that the club provides instructors riding in your car until you become experienced enough to solo safely. Finally, Laurie (with some help from Joyce Brinton) made it clear that women are welcome and often make the best students. Not to be outdone, Autocross Chair Steve Ross and Activities VP Ron Mann spoke up to sell NER's Autocross Series. Steve pointed out that unlike DE, Autocross is a competitive, timed event. In addition, the relatively low speeds and flat course of an autocross provide the best, safest and most fun way to explore the full limits of your Porsche and learn car control, with the only damage being (perhaps) to your ego.

After these presentations, some more socially oriented activities of NER were presented. Bruce Hauben returned to the podium to describe the always-popular spring Ramble. This year's expanded Ramble to the Equinox Resort in Manchester Village, Vermont, taking place April 27<sup>th</sup> through 29<sup>th</sup>, was already fully booked. Bruce invited any interested new members to talk with him individually. Steve Ross was dragged back up to explain what a Concours is. According to Steve, it's all about clean cars. NER members have several opportunities to participate in a Concours d'Elegance. The Zone 1 event in Newport, RI includes



Ron Mann explains autocrossing



Matthew Wallis and Win Perry



Cindy Markely shared car cleaning tips

a rally and takes place May 18<sup>th</sup> – 20<sup>th</sup>. Our own PorscheFest, on the lawn of the Museum of Transportation at Larz Anderson Park, will take place on September 8<sup>th</sup>.

Editor extraordinaire Dave Weber was called up to present the Nor'easter, NER's monthly magazine. In both its printed and online editions, it is the bible for NER activities. If you want to



Nann Weissenberger discussed rally technique

learn what's coming up, or read about recent events, check out the Nor'easter. Finishing up the presentations, Nann Weissenberger explained Rallies, using a very nicely put together PowerPoint presentation.

Finally, thanks are due to attending Board members Michelle Wang and Ron Mann, Track Committee member Pete Donohoe, Concours guru Cindy Markley, and long-time members Charley and Martha Dow (who are organizing a spring tour in May). □

## Letters To The Editor

Hey Dave

Be still my heart! A color cover. Never stop printing the *NOR'EASTER*. On line stuff is nice, but is sure hard to take a laptop wherever I go. Plus it is a lot easier to read. You might be able to save some money with a down grade of the paper. Maybe keep the hard cover and use a lighter stock on the inside. I'm a print guy!

As always, another great issue.

Hope all is well in the frozen north?

I know it is a way off, but hope to see you at the Parade in Charlotte.

Happy Motoring!  
Rush Workman

Dave

This may put me on the "fogie" category as well (certainly my kids would agree), but I would like to weigh in for keeping the hard copy *NOR'EASTER* coming. As Win stated in his column, I also prefer to relax with the magazine where it would not be practical to read on-line. While I rarely read while recycling my food, I do often take the magazine with me when I'm traveling and occasionally snuggle up with it in bed. While I could print out the magazine at home, that would be expensive and time consuming.

As someone who always looks for the "3rd way," perhaps we should consider printing the hard copy eight or nine times per year and go on-line only the other three or four months. Frankly, this would not be my preference, but I would reluctantly accept such a decision if I was persuaded there were worthwhile benefits to the club.

Thanks for listening, and many thanks for all your work on behalf of the club.

Dennis Friedman

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# Porsche News

Copy Provided By Porsche Cars North America

## PORSCHE EXPANDS LEIPZIG PLANT FOR 150 MILLION EURO

Stuttgart/Leipzig. Preparation for the production of the new Porsche model series Panamera is running at high speed: Today, Dr. Ing. h.c. F. Porsche AG, Stuttgart celebrated its topping out ceremony for the further expansion of its Leipzig plant. Among those present included German Federal Minister of Transport Wolfgang Tiefensee, the Minister President of Saxony Georg Milbradt, Leipzig's mayor Burkhard Jung and the Porsche Executive Board member Michael Macht as well as 300 guests and construction workers who together placed a garland on the roof of the new Panamera production facilities. With an area of 25,000 square meters, the facilities form the basis of the expansion. An adjacent logistics center with an area of 23,500 square meters has also been created. In addition, the existing assembly facilities, in which the Cayenne is already being manufactured, will be expanded to include a pilot and analysis center as well as an apprentice workshop. In total, investments for the buildings and production equipment amounted to 150 million Euro.

Michael Macht, Porsche AG Executive Board member responsible for Production and Logistics: "Since our decision for Leipzig in 1999, we have written a flawless success story. No one at Porsche doubts that this expansion was a good investment." Thanks to a well-polished production concept,

the company is in a position to produce premium vehicles at the Leipzig plant in relatively small quantities at a competitive price. According to Porsche management, the proven production concept will also be used for assembly for the four-seater Gran Turismo Panamera, which will be introduced to the market in 2009.

German Federal Minister of Transport Wolfgang Tiefensee assessed the assembly of the Panamera in Leipzig as further proof that Eastern Germany is an excellent investment location. "The excellent infrastructure and the well educated work force are the advantages for this location that Porsche in Leipzig can utilize", the minister emphasized. At the same time, he also noted that the sports car manufacturer also stands for social responsibility. This increasingly includes the responsibility for climate protection, which the company perceives will further reduce fuel consumption in its vehicles: "The development of a hybrid drive for the Cayenne and Panamera models built in Leipzig can prove to be future oriented," the minister explained.

In his speech, Saxony's Minister President Georg Milbradt emphasized that Porsche is again investing its own financial resources in the Sachsen location and is not taking up any state subsidies: "That underscores once again the competitiveness of Saxony in the automotive industry and the attractiveness of our location," the Minister President said. According to Milbradt, not only does Leipzig profit from such a large investment, but also



the supplier industry in Vogtland, the Erzgebirge and Oberlausitz. Leipzig's mayor Burkhard Jung was also pleased about the construction of the plant: "Today, an important step has been taken along the way to production of the Panamera. This is a good day for the city of Leipzig and the entire region," Jung stressed.

While the Panamera engines will be manufactured at the Porsche headquarters in Stuttgart-Zuffenhausen, the Volkswagen plant in Hanover will supply the painted chassis. The vehicle will then be assembled in the Leipzig plant. For the Panamera, Porsche thus arrives at an in-house production level of 15 percent. An added value of six percent is allotted to the Hanover-manufactured chassis. Since Porsche primarily works together with German suppliers, around 70 percent of the added value of the Panamera takes place in Germany.

Porsche Executive Board member Michael Macht is convinced that this car "Made in Sachsen" will become a worldwide sensation: "Not only will this provide a thrust for Porsche's further growth, it also strengthens Saxony's reputation in the automotive industry," Macht said. When the new Gran Turismo reaches the assembly line in 2009, a good 50,000 premium vehicles from the Cayenne and Panamera model series could be produced each year from the Leipzig plant, according to the Porsche Executive Board member. In addition, the new model series will also provide for positive employment effects – with around 600 new jobs at the Porsche plant in Leipzig as well at regional suppliers. At the VW plant in Hanover, an additional 500 positions will be permanently secured.

The Porsche Executive Board member also praised the smooth course of construction: "The framework and steel construction as well as the roof work is already complete. Now, pouring of concrete can begin for the floors." Finally, the assembly of technical installations for the plant such as laying pipes and cables can occur. The facades for the assembly building should be ready by the end of Summer 2007; the assembly equipment for the new model series can then be installed. During the course of 2008, the first prototypes of the Panamera will then be assembled.

#### **PORSCHE NAMED TOP PRESTIGIOUS LUXURY AUTOMOBILE BRAND FOR 2007**

ATLANTA (April 12, 2007) – For the third year running, America's most affluent consumers have declared Porsche the top luxury car available today. The Luxury Institute's 2007 independent, nationwide survey of luxury auto brands rated Porsche against 13 of the world's most prestigious car brands, including Acura, Audi, BMW, Infiniti, Jaguar, Land Rover, Lexus, Mercedes and Volvo.

Porsche netted the number one spot based on its consistently superior quality, exclusivity and uniqueness, measure of enhanced social status and its ability to make the client "feel special" throughout the entire ownership experience. It was also measured on value, respondents' willingness to recom-

mend and next purchase preference.

"Customer perception is everything in the luxury car market. This distinction helps us know that we are successfully delivering on our brand values in a very competitive automobile market," said Peter Schwarzenbauer, Porsche Cars North America president and CEO.

The Luxury Institute conducted an online survey of more than 1,600 American consumers – with an average income of \$313,000 and average net worth of \$3.3 million. Survey respondents strongly associated Porsche with "power, style and excitement" as well as "value," "elegance," and "trust and respect." The proprietary 2007 Luxury Brand Status Index survey is the only measure of the reputation of leading brands among wealthy Americans.

#### **PORSCHE REDUCES CO2 AND POLLUTANT EMISSION**

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

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

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

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

# Uptweaking der Porsche - Hosted By EPE

Copy By Win Perry, Photos By Dave Weber

**M**y son Luke and I arrived at European Performance Engineering at 9:30 am, laden with coffee, donuts and muffins, expecting to set up for our 10:00 am Technical Topics meeting. Opening the door, we were amazed to find plenty of members already inside, clustered in small groups, and engaged in animated conversations. Apparently, NER members are early risers. It must be all those early morning starts to Autocrosses and DEs. With some much-appreciated help from Steve Artick, we got the refreshments laid out, gulped down a morning's fix of caffeinated beverage, and joined the action. A little after 10:00 am, by which time we had around forty Tech Topics participants assembled in the shop, our April meeting was called to order and, after a few items of business, turned over to our host, Jerry Pellegrino.

Jerry has long been one of the most constant supporters and sponsors of NER events, and in 2006 won our Instructor of the Year award. With years of experience preparing and maintaining Porsches for DE through club and even professional racing, he is eminently qualified to lead the discussion on April's topic: Uptweaking der Porsche. In preparation for the session, several racecars had been placed on stands and lifts to provide visual examples of what can be done to improve the performance of a Porsche.

The first topic of discussion was suspensions. We headed over to a 993 Supercup car sitting on the alignment stand, all dressed up in a superstrings toe-measuring device. With its pro-

jecting rods and fishing lines, the superstrings kit looked a bit 'Rube Goldberg,' but this exhibit had a clear purpose. Jerry feels that the most important upgrades to improve performance are proper selection of components for, and proper alignment of, the suspension. The superstrings kit, together with a precision level that clamps magnetically onto a wheel for measuring camber, permits the alignment of a car to be measured without requiring a lot of expensive and complicated computerized equipment. Of course, Jerry's alignment stand, perfectly flat and level, and able to elevate the car to a convenient working height certainly makes the job easier! Jerry explained how optimizing the suspension improves a car's performance. In fact, without the correct suspension set up, you won't be able to realize the full benefit of bigger brakes or stickier tires. The group discussed spring rates, shock settings, sway bars and corner balancing. There was an active dialog, with plenty of questions and comments coming from the floor.

The discussion then switched to tires. Again, there were numerous questions from the audience. Should rain tires be narrower? (Not with modern racing rain tires; they evacuate water very efficiently.) What effects do tire pressures have on handling? (They certainly affect the sidewall stiffness.) Why use nitrogen to inflate track tires (the lack of moisture in dry nitrogen lowers the rate of pressure rise as a function of tire temperature.)

After tires came engines. Here the discussion got a bit exotic.



*Tech sessions are always popular with region members*



Bob Cohen's - and they're not twins

EPE was rebuilding the engine from Goodlow Suttler's very special Porsche Cup car. This ex-Wolf Henzler Porsche was built to run in the World Challenge series, and has a very special motor. Although most of us will never own anything that racy, the opportunity to really examine the insides of such a motor was



Goodlow Suttler's engine in the early stages of a rebuild

much too interesting to pass by. Compared to stock Porsche items (examples of which were shown for comparison), the race bits were works of art. Ultra-lightweight pistons, connect-

*continued on page 37*




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*I openly invite any member who lives in the post code or areas of region 13 to attend and give the meetings a try, you might enjoy it. Come along and give it a go!!!*

Region 16 in Gloucestershire, northwest from London, has a full-blown event and meeting schedule, including a presentation by Air Atlantique Classic Flight—<http://www.atlanticdhg.com/>—at Cornbury House, a talk by DMS Automotive at the Compass, and a visit to the Airbus manufacturing and design facility at Filton. Their online schedule goes as far as the end of May, and includes the Carole Nash Cotswold Rally and several Drive-Tech Skid Control Courses where "due to insurance requirements" you'll rent a BMW or Rover for the exercises.

"PCNZ has strong ties with the factory in Stuttgart and promotes many Porsche events in New Zealand" according to their web site. New Zealand's Club was established in 1974 with "14 keen members" and now has more than 600. There are five regions ranging from 25 to 298 members. It seems that their prime emphasis is on the Bridgestone Porsche Championship Series, which is their club race program, very similar to ours. The cars are divided into classes from A to E, based on a power-to-weight ratio, the opposite of our weight-to-power.

Interestingly, *"the cars are all desirable high performance Porsche sports cars, primarily 911 based models, ranging in age from 25 years old to almost new cars. A number of the current top cars have been imported directly from Europe following success in the international Porsche Super Cup series there,"* but their classes do not include any Super Cup cars... as published on the web site.

*"Much of the public fascination with the Porsche Series is based on the desirability of these cars as road cars, and the fact that their owners are willing to risk damaging them on the race track. Although not an official "national" series such as the Degree Touring Car Series, the PCNZ Porsche Series features drivers from all over New Zealand at a number of the country's top racing circuits and meetings. This serves to elevate it from a club level competition to a national event in all but name."*

So it would seem that relative to the size of the country their Club Racing is a bigger deal than here in the U.S. With 600 members, that's .0146% of the population, while in the U.S. if we figure 50,000 members we get .0166%; looking at it another way, 1 out of every 6,833 Kiwis is a Porsche Club member while 1 out of 6,020 Americans is a Porsche Club member—not a

great difference in ratios.

Beyond the racing, New Zealand offers Gymkanas, Concours, Regular Sunday Drives, Driver Training, and Regional Dinners nationwide.

Well, I've enjoyed this little excursion and if you have also, I will continue it in the future. Another example of how small our world is.

### **A Retirees Musings...**

- I planted some birdseed. A bird came up. Now I don't know what to feed it.
- I had amnesia once... or twice.
- I went to San Francisco; I found someone's heart. Now what?
- Protons have mass? I didn't even know they were Catholic.
- All I ask is a chance to prove that money can't make me happy.
- If the world were a logical place, men would be the ones who ride horses sidesaddle.
- What is a 'free' gift? Aren't all 'gifts' free?
- They told me I was gullible... and I believed them.
- Teach a child to be polite and courteous in the home and, when he grows up, he'll never be able to merge his car onto the freeway.
- Experience is the thing you have left when everything else is gone.
- One nice thing about egotists: they don't talk about other people.
- I used to be indecisive—now I'm not sure.
- The cost of living hasn't affected its popularity.
- How can there be self-help "groups?"
- If swimming is so good for your figure, how do you explain whales?
- Show me a man with both feet firmly on the ground, and I'll show you a man who can't get his pants off.
- Is it my imagination, or do buffalo wings taste like chicken?

*And my favorite...*

- My weight is perfect for my height, which varies. ☐



Roger Warren and Mark Keefe

ing rods, and even wrist pins, reduce the rotating mass. Instead of a 28 lb. dual-mass flywheel, the racecar had a nine-pound flywheel coupled to a small-diameter, three-plate clutch. Pretty cool stuff. Our envy was tempered somewhat, however, by the need to rebuild this gem after every 40 hours of track time! Returning to reality, Jerry was questioned about chips (some-



Wayne Mackie's 993 Cup Car

times they add power, sometimes they lose power) and custom exhausts (they sound cool). There are probably small power gains that can be realized, but don't expect a free lunch.

By now it was noon, and we had been talking non-stop for two hours. Surrounded by inquisitive NER members, Jerry graciously turned down the opportunity to take a break. While many left to pursue other activities, a core of enthusiasts kept up the conversation. When Luke and I left sometime after 12:30 pm, there was no sign of a let-up. NER certainly would like to thank EPE and Jerry for his hospitality and his endurance. □



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about 15 miles per hour, there was a draft in the car as if one of the windows was open. I looked at the dash to discover that the fresh air vent on the center of the dash was open. Bill's Speedster is older than this '62 coupe and doesn't have any real vent system, so he wouldn't have known to check for a fresh air control. It must've been a pretty cold ride to the airport.

We zipped through the harbor tunnel, flashed the EZ pass that I'd brought and headed for the JFK Highway, also known as Interstate 95. I suddenly remembered the part about needing gas and we cruised into a rest area to fill up. The 356 took 12.3 gallons and as we pulled back out onto the Interstate. Jeff got the owner's manual out of the glove box to tell me that the tank holds 12.5 gallons. That's why I need a co-driver—to tell me how lucky I am.

The heat was flowing and the 356 seemed like it loved to run. Traffic was running at 80-85 mph and the car, with its top of the line Super 90 engine, had no trouble keeping up. With 105 hp pushing 2200 lbs. it had plenty of speed, but I'd forgotten how much old cars tend to slow down going up long uphill grades. It's an easy adjustment to make, just begin pressing down on the gas pedal when you start up the hill and it will maintain speed just fine. Something you don't have to do with modern cars with their 200-300 horsepower. Another case where old cars make you pay attention and plan ahead. Not a bad thing.

I had brought my newest toy, a handheld GPS unit about the size of a cell phone. The 356's 6-volt system wouldn't power the 12-volt unit, but it held its charge for the 2-3 hours that we had it turned on. With no cup holders or mounting points, we set it up in the glove box, propped up from behind with the folded-up clean underwear. It's great to have a well-prepared co-driver. We looked like pros.

The first stop for gas and junk food (lunch) was in New Jersey, and showed that we were getting 31.4 mpg. And we were both very comfortable with no aches or stiffness after sitting for two hours. Amazing. No wonder these cars were so coveted 50 years ago. Jeff took the wheel for the next three hours and seemed right at home. I flashed the pass at toll booths and checked the GPS.

The British lady in the GPS who was issuing directions wanted us to use the Geo. Washington Bridge but we decided on the Tappen Zee and she was good about it. It only took a few moments to recalculate the route after she tried vainly to get us to turn around. We noticed that the GPS was giving us an arrival time and that was dangerous, because we kept lowering the time by exceeding the expected speed. Actually, we were just keeping up with the flow, which was right around 85 mph.

The car was running great and while the traffic was pretty heavy, it was moving right along. Approaching a long uphill grade, I saw the slow lane was open all the way to the top, so I moved over and stepped down on the gas. The 356 gained speed by the time I ran out of road and I actually cut it a little short getting back into the right lane. I didn't want to lose any

momentum.

As I looked in the mirror I could see a new red Porsche closing in the left lane and he passed with a wave from the driver and his 8-year-old passenger. Farther back, maybe a mile, was a State Police car with its lights flashing and as we rounded a curve there was another police car in the grass median with its lights flashing. Something was definitely going on and it turned out to be us. The car on the median strip took off after the 911 and the other one came up to my door and motioned for me to pull over. We pulled off the road and parked with the two police cars at the kind of angle to the highway that you only see from a helicopter on Cops. This was serious, or at least they thought it was serious.

The officer walked up as I rolled down the window and put my hands on the steering wheel. Even before he asked for the paperwork, he wanted to know if we knew the driver in the 911. I told him that we didn't, but had responded to their wave as they passed a mile or so back. I gave him the license and registration and he walked up the breakdown lane to talk to the other officer standing next to the 911. He came back in a few minutes to say that "many" motorists had called reporting that two Porsches were racing each other out on the Interstate and they weren't going to stand for it. The callers said that the racers were passing cars on the shoulder and traveling at a high rate of speed.

Here we were, two old guys sitting in an old car from W. VA, being accused of racing with a 997 Porsche. I was flattered. I had cut that right-side pass a little close; in fact, I think I ran over the rumble strip as I ran out of room in the slow lane. Could that have been enough to prompt someone to pick up a cell phone? Maybe. But racing? Not even close.

When asked where we were going (why do they always ask?) I explained that the car was going to Boston. It was 45 years old, had 100 hp and wasn't racing anyone; we were just trying to keep up. He stepped back, took a look at the car, looked at the two of us, and just shook his head. Everyone got back in their cars and the red 911 was gone in 60 seconds as we continued our trip.

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The airport was only a 1/2-hour farther, and we swung in to pick up the car that had been left earlier in the day. Jeff drove Pearl (that would be the pearl white Audi) so she could follow and get a good look at the new garage mate. I'm thinking that we could name the new ride Racer, since that's what we were called in Rhode Island. We were home on schedule, in time for dinner. We would've beaten the ETA the GPS predicted except for the unexpected stop to chat with the State Police. All in all, a great road trip—7-1/2 hours from Baltimore to Boston, never touched a tool, over 30 mpg on regular gas, lots of toots and waves—the very reasons we all own these cars. I just love a good road trip. KTF

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

tion. Solar energy creates electricity far more cost-efficiently and, if it were subsidized to the degree that ethanol is, it could be made more affordable for typical homeowners. Another article I recently read pointed out that buildings consume far more energy than automobiles (nearly 40% of all energy consumed in the U.S., versus only 6% for vehicles). That author suggested that a major push to design more energy-efficient buildings would have far more environmental positives than any other energy strategy we might pursue. These alternatives lack lobbying power in Washington, hence they get limited to no support from our government.

So, what we're left with is a government requirement that we purchase a fuel that is less energy-efficient and has numerous limitations (check out how many older recreational boats, for example, are crashing in value due to the need to replace their built in fuel tanks).

Regularly I regale you readers with tales of my personal computer hassles. Here's yet another installment in that long-running saga. This past week I opted to install Vista on both my and Susana's desktop PCs. I opted to go the upgrade route rather than a clean install, to minimize the length of the project. I really didn't want to take the time to re-install all our software programs and files. I took the precaution of running the Microsoft Upgrade Advisory, which pointed out only minor concerns with either of our PCs. I tackled my computer first, figuring that if something went wrong I'd be better off if I was the client rather than Susana (I'm no fool, after all!). Amazingly enough to me, the Vista installation was successful, requiring very little involvement on my part. Once my computer was back up and running, I proceeded to install new Vista drivers for some of my

hardware, which again proceeded without a hitch. It was only when I went about getting my printer to work that I ran into a problem. For some reason, my computer wouldn't connect with the printer; several hours later I gave up. I researched my issue on the net, finding no mention of a similar problem. Frustrated, I went back to work on the problem only to find that the problem had disappeared and the printer was working correctly.

Feeling confident, I tackled Susana's computer this past weekend. Again, most of the installation work went off without a hitch, but once again I encountered install problems with both of her printers. Again, after several hours of install, delete, and reinstall attempts, the printers magically started working. I don't know what changed in either case, I'm just glad they started working. Of course, with Susana's computer, several minor glitches have surfaced in the past couple of days, annoying her and causing me to spend several more hours re-installing several software programs.

The good news in all this is that I haven't lost any files, all our hardware and software works, and the new operating system seems to have improved functionality. I hope that my initial positive assessment is confirmed over the next several weeks of use. Ideally, the days of 'blue screen of death' error messages will be distant memories. ☐

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**Flat Sixer** - continued from page 7

but I am not sure so I will keep on experimenting. If I find the answer I will be sure to write about it here.

Speaking about trying to keep things clean, I spent the last two weekends working on painting our mudroom. It is amazing how much dirt two boys can generate. Even more amazing is how they can kick off their shoes and mark up the walls and not think anything about it. I have tried to combat this by painting the white walls something a little darker. I have also installed a new shoe rack so the two boys have places to store their shoes. I also put in a new hat and coat rack that will hopefully make it easier for them to actually hang up their things. My next task is painting all of the trim and the doors.

Unfortunately, the battle of the mudroom is one I do not envision winning. I will soon abandon my efforts in pursuit of driving and golfing. My golf course is set to open next weekend, but I won't be able to partake in the opening round due to family commitments. This is a good thing, since I haven't swung a club since October. I am one of those golfers who needs to hit the range at least three or four times before venturing out onto the course for my first round. This year I am hoping to get in more rounds than I did last year. Right now, with the way things are going at work and at home, it doesn't look promising, but I will remain positive.

That's all for this month. I am looking forward to seeing many of you at the upcoming EPE event and at the Ramble. Of course,

by the time you all see this in print these events will have already happened. Oh well, what are you going to do? ☐

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

Today, the real muscle cars come from Germany and, if they aren't exactly ill handling, they are still big and heavy. For better or worse, concern about carbon emissions is real and is going mainstream, even in America. This will certainly have consequences for our favorite marques. When the original muscle car era fell, a victim of soaring insurance rates and the first wave of safety and emissions regulations, we had a decade of pretty awful cars. Will the coming of carbon emission limits do the same? Or, could we have a revival of smaller, lighter, nimble and agile vehicles to replace the massive S-Class, 7-series, and (yes) Cayenne models of today? Given American love of big, heavy vehicles that somehow make a statement about one's status and position in life, I am not optimistic.

This is much too dour a tone on which to end a column! Over the long run, I believe that history shows that the optimist's expectations usually trump those of the pessimist. Right now, we have some great cars to drive. Go check out the calendar in the Nor'easter. There is a whole summer of cool driving events to enjoy. ☐

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

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

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

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

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

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

# Marketplace

## For Sale

**'90 964 Carrera C4:** White/blk int. Well prepared and maintained car for street, autox & DE. Engine rebuilt at 67K. Performance WEB cams, Big Red Turbo brakes, Authority chip, Bilstein RSR coil over kit, sway bar kit, K&N cone filter kit, B&B stainless exhaust w/heat excha & headers, Recarro SRD seats, MR Cam Lock 5 point harness, Bray Krause harness truss & shock tower brace, fire exting., Mille Miglia Cup 1 wheels, extra wheels w/track tires, CD stereo, sunroof and more. All org parts avail, 74,500 miles, 2<sup>nd</sup> owner, 300 hp, 170 mph (tested). Asking \$25,000. Robert Meeker (781)631-2841 info@meekeerstudio.com

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

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

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

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

**'84 911 Carrera Targa 3.2:** Guards Red, 84K org miles, 3<sup>rd</sup> owner, recent service, many upgrades, new parts, exc cond., needs nothing, just drive. Randall Nadeau (401)568-0104 from 6-9pm. \$19,500.

### Advertising Guidelines

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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@earthlink.net

### Minutes - continued from page 8

of the meeting. This news was met with snide comments from those in attendance, but all realized that they have to do their columns and promotions or suffer the consequences.

Webmaster Matthew reviewed statistics, such as 'click-throughs' on the banner ads to a website, and explained definitions of the terms for those not web-savvy. There was a lot of discussion on these stats and what they mean for the region and our advertisers. Ron noted that The Mart has returned to PorscheNet.com. In addition, Ron has added a "wiki" to the website. Put very simply, it is content that is searchable and editable by all of us website users. If you want to note a great restaurant or hotel near a track, or share some other information, this is where to do it. The wiki rules are posted for contributors. Many thanks to Ron for his many hours adding more functionality to our website.

Having no more business to discuss, this meeting of the Board was adjourned at 8:34 pm. The next meeting will be held at Ron Mann's home on Wednesday May 9<sup>th</sup>. □

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Botho von Bose  
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## Welcome New Members

Richard Albert  
Sharon Ricci  
Haverhill MA  
2007 Cayman S

Sarah Anderson  
Adam Anderson  
Medford MA  
2001 911

John Budrow  
Nathan Budrow  
Stoneham MA  
1995 911

Kevin Champagne  
Micheala Champagne  
Bristol RI  
2005 911

Mary Crowell  
Yarmouth Port MA  
1983 911SC

Christopher Darnell  
Gregory Darnell  
West Newton MA  
2002 996TT

Ronald Egalka  
Joan Egalka  
Brookline MA  
2005 911T

Joseph Ferrucci  
Leslie Ferrucci  
East Greenwich RI  
2007 911T

Geoff Gerhardt  
Anna Gerhardt  
Millbury MA  
1982 911SC

John Gralton  
Fairhaven MA  
2004 996

Thomas Helmes  
Arlington MA  
2000 BoxsterS

Timothy Hench  
Victoria Lewis  
Newport RI  
1974 914

Thomas Ho  
Svetlana Ho-Javakhyan  
Braintree MA  
2003 911

Scott James  
Steven James  
Plymouth MA  
1999 996

Christopher Lawless  
Caroline Lawless  
Haverhill MA  
2003 Boxster

Dave Medeiros  
Karen Medeiros  
North Kingstown RI  
1995 993

James Morgan  
Deborah Morgan  
East Falmouth MA  
1997 911

Scott Morrissey  
Kevin Gemelli  
Sudbury MA  
1989 930

Jon Narcessian  
Richard Narcessian  
Worwick RI  
2000 BoxsterS

Frank Niemiec  
Luke Niemiec  
Assonet MA  
1986 930

Vincent Pillari  
Worcester MA  
1963 356B

Thomas Redner  
West Tisbury MA  
2001 911

William Russo  
North Kingstown RI  
2007 Cayman

Mark Russo  
Wakefield RI  
2007 Cayman

Udo Schroff  
East Greenwich RI  
2007 Boxster S

Paul Slaman  
Plainville MA  
2002 911T

Geoff Slowman  
Lisa Slowman  
Ashland MA  
1985 Carrera

Linda Smith  
Hudson MA  
2006 BoxsterS

Charles Spacagna  
Geraldine Spacagna  
Warwick RI  
2004 911C4S

Garry Weiner  
Evan Weiner  
Wayland MA  
2006 Cayman S

### Transfers In

John H. Olson  
Cassidy Olson  
Killingworth, CT  
Connecticut Valley  
1986 944

Noah Parekh  
Natasha Ramsingh  
Boston, MA  
Gold Coast  
2004 911 GT

Christopher C.  
Ruggles  
Chestnut Hill, MA  
Pacific Northwest  
2005 GT3

Robert W. Stewart  
Deborah Stewart  
Westerly, RI  
Las Vegas  
2005 Cayenne S

2007 911 Black  
Keith Wolters  
Hudson, NH  
North Country  
1997 993

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Carol Coroniti  
Milford, NJ  
NNJR  
1991 928



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