



2007 Annual Dinner Gala
January Tour of Paul Russell & Company



Fall Vinyard and Winery Tour

THE NOR'EASTER

07 NOVEMBER 2007 NOVEMBER 2007 NOVEMBER 2007 NOVEMBER 2007 NOVEMBER 2007 NOVEMBER 2007 NOVEMBER 2007

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

Date: October 2006

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

Assignment: Prepare and Support our customers' cars.

Results: All Great... some Extraordinary!



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

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

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

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

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

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

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

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

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

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



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COVER



Cover Photo
Our Membership Chairman, John Bergen supplied this great shot of a beautiful red 356 at the start of the Fall Vinyard and Winery Tour on a superb New England fall morning.

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Out In The Passing Lane

Dave Weber



High-speed Internet has reemerged at the Weber household. After putting up with ever slowing high-speed Internet service via satellite for several years, I finally bit the bullet and signed on with Comcast to get their cable Internet service. I'd been holding off the decision for quite some time, as Verizon's FIOS system was to be available on our street this year. The main trunk lines had been buried out at the street a year ago, and I'd been told by a customer service rep that home hookups would start in September of this year. When I started making inquiries six weeks ago, I got nowhere with the same rep. She seemed to have forgotten our previous discussions, and professed ignorance of the fact that the trunk lines had been installed. The best information she could generate suggested that maybe hookups would start in 2009!

I suggested that maybe she could check again with her internal sources to verify that estimate, and of course she's never called back. As much as I desired to go the faster FIOS route with Verizon

Why they couldn't get more satellite capacity I do not know, as DirecTV seems to be launching new satellites every few months.

(I'm not a big fan of Comcast), I finally caved and signed on with Comcast. My satellite service had slowed to such an extent that it was only twice the speed of dial-up. The speed slowdown was attributed to more customers on a fixed amount of satellite capacity. Should that service continue to degrade they'll soon have plenty of capacity available as their customer base with disappear as fast as it appeared.

Why they couldn't get more satellite capacity I do not know, as Direc TV seems to be launching new satellites every few months. I much preferred Direc TV to Comcast for a while, until the satellite on which all the HD channels were broadcast could not be received by my dish due to large obstructing pine trees on my property.

While I'm on the subject of "capacity," I'll make a couple of comments on Boston highway capacity (nice transition...). Susana had her second knee replacement surgeries several weeks ago. That necessitated my traveling to Boston four straight weekdays. Her very successful surgery

was performed at Mass General, and took much less time than my commute home each day from the hospital.

The traffic pattern and road capacity in and around that hospital are a challenge with which to deal. Getting off Storrow Drive immediately brings you to a convoluted intersection where I think at least six streets converge (right under a T stop) with minimal traffic control. After you wait patiently for a traffic signal to change, you suddenly have to negotiate through crossing traffic before you can pass through the traffic light intersection. Then, once you're clear of the light, you find yourself stuck in the left-turn lane for the hospital entrance.

Once you make it onto the hospital grounds you find yourself in a three-lane entrance road where, because of haphazard signage, you have to deal with drivers in the left-most lane trying to cross to the right-most lane in the space of about 70 feet. People are trying to make that lane change while drivers on the right are trying to do the reverse to enter the first of two parking garages. My last trip in found a pickup driver trying to back out of the parking garage entrance (his truck was too tall for the garage) onto the short three-lane entrance road. How he did it with out being hit I'll never know. The local on-site police

officers make no attempt to control traffic, they just stand and observe (probably safer for them!).

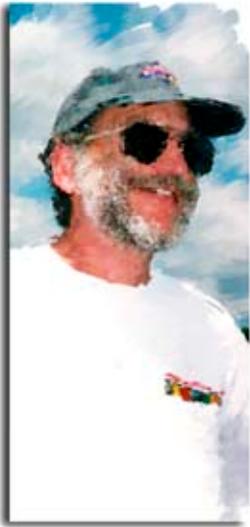
When I left with Susana, on her final day in the hospital, traffic was further screwed up such that I had to wait in line for 30 minutes to exit the second parking garage. Then I had to drive back out onto the city streets, make an illegal U-turn to get back in line to enter the hospital property, then negotiate around the hospital to the alternate patient pickup area, where I encountered yet another traffic jam. Hospitals are stressful environments without traffic hassles with which to deal. A few more trips to Mass General would have put me in the hospital for mental trauma treatment. Susana's doing very well, by the way.

I'll wrap up this column with a few non-Boston comments. Our trip to Colorado Springs was most pleasant. We stayed at the wonderful Broadmoor Hotel where we found customer service in particular to be superb. I think the staff to guest ratio must be about one-to-one, and once they

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Upshifting

Bruce Hauben



Following is a cautionary tale for all you diesel tow vehicle owners. While the specifics have to do with Ford diesels, I would suspect that many if not all of the other makes are similar in design and maintenance, specifically the horizontal fuel conditioner module (HFCM), just a fancy name for one of the fuel filters and water separators. As I'm writing this I'm reviewing the various manuals to make sure I get this right and am realizing that these Ford manuals are the WORST I've ever seen. They must have truly relied on the proverbial 1000 monkeys at 1000 word processors to come up with these horribly obfuscated manuals.

Anyway, a racing buddy and we were trailering home from the Summit Point Club Race when he began losing power every time he went up a hill, and there are plenty of those on Rte. 84 in PA. He quickly figured out how to nurse it up those hills until the "Water In Fuel" light came on. So we pulled off the interstate at the first available exit –we won't go into why he needed to break a

In one place in our manual we are told to drain this water separator "whenever the warning light comes on."

window to get back into his truck (still running) after we had conferred at the side of the highway, figuring that the water separator was filled up and causing the loss of power.

His is a '04 F350 and Joyce and I had recently taken delivery of our '08 F350 and had spent some time watching the DVD supplied by Ford telling us all about the maintenance requirements and trying to make sense of the manual. I was at first surprised when we looked in his manual that this HFCM was identical to ours and in the same location so I had a little book learnin' to go on. We quickly ascertained that his HFCM had never been drained in it's 3+ years and 50K mi. of service, even though the vehicle had been religiously serviced by his local Ford dealer with specific instructions to do everything that should be done, and that he did not want to break down on a highway in the middle of the boonies, which was later confirmed by the Ford dealer we ended up at in CT. Before continuing this saga, let's get to the point.

In one place in our manual we are told to drain

this water separator "whenever the warning light comes on." In the DVD we are told to drain this water separator every month. Elsewhere in the manual under "owner checks and services" we are told to "check and drain fuel filter/water separator" monthly. And finally, in the "Scheduled Maintenance" section where we are told what to have serviced every 10K mi. unless you're towing and then it's every 5K mi. there is absolutely NO mention of having this water separator drained even though the fuel filter in that same module must be changed every 20K mi. So what is one supposed to do, wait until the warning light comes on the middle of Podunk, USA at midnight and then drain it using a flashlight lying on your back under the cab, drain it every month in the comfort of your garage, or tell the dealer to drain it when you get your oil changed?

When I took our new truck in for its first oil change at 5K mi. – all towing – I asked if they automatically drained the water separator. I was a bit floored when the response came back, "NO".

So I instructed them to do so and found an \$18 charge on my bill.

Now, back to our road trip. After draining the water separator –our buddy did that while I patched his broken rear window with some cardboard – and back on the highway, the loss of power

only got worse on the hills. SOOOooooo, resorting to our trusty GPS – you constant readers will recall my musings on our GPS several months ago – I located a near by Ford dealer to whom we immediately detoured. Those GPS units are really fantastic – I'm even thinking about getting another so I don't have to keep moving our single unit from vehicle to vehicle. After an afternoon at the Ford dealer who was really very accommodating and took him in right away, updating the engine software, replacing fuel filters, etc. etc. all to no avail in solving the loss of power problem, the technician found a worn wire which was grounding itself on the engine block and presto, we were back on the road heading home.

In discussing this water separator situation with the technician who has been servicing diesels for 20 yrs. and very proudly showed me photos of the various race cars (big block stocks) he had built over the years, he freely admitted that the "younger" mechanics don't drain the filters and apparently the dealers don't push it. *So, dear*

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Four Speeds & Drum Brakes

Tom Tate



The days are getting shorter and the nights cooler. That spells an end to the top down, summer rides in our beloved bathtubs. The coupes are still a great ride as long as the heater cables are connected. The early Porsches have pretty good heaters until the temperatures get down below freezing.

It seems strange that in Germany a car would be designed to use engine cooling air to heat the interior. Certainly their winters are as cold as ours here in New England. As the temperature drops, the engine is cooled by colder air and the amount of heat that it can carry off to be used by the occupants is limited. The colder it gets, the less warm air the heater vents produce. Just the opposite of what is needed.

I can remember a '58 coupe that had only one heater tube connected that couldn't keep a spilled Coke from freezing on the passenger side floor. Of course the driver side was working, so that didn't seem like a problem to me. I was driving.

There was still a problem of controlling air flow since the volume of air was determined by the engine speeds.

The laws in Germany corrected that problem in '64 when cars were prevented from using engine cooling air. The reason given was that there was a risk of carbon monoxide entering the cockpit. I suspect that the greater offense was the smell of oil spilled by a careless owner or gas fumes from a damp carburetor connection. The solution that Porsche came up with didn't exactly eliminate the problem but it sure put out a lot more heat. Their answer was to use air that was warmed up by the exhaust pipes. At least it generated a lot more heat since the exhaust pipes were always hot regardless of outside temperature. Porsche continued to use exhaust heater boxes for the next 32 years.

There was still the problem of controlling air-flow, since the volume of air was determined by engine speed. There were no fans of any type in a 356. The higher the engine speed, the more air was forced through the system. Steady highway speeds were no problem, just set the heater lever to the right spot and a steady stream of air flowed

into the car. However, driving around town, going through the gears, doing the stoplight Grand Prix was a problem. Every time the tach saw the red zone, a huge burst of hot air was pumped into the car. If you reached down to adjust the heater control knob you'd probably miss a shift and lose the drag race, so that wasn't an option.

Today's modern cars won't even put air into the cockpit until the engine is warmed up, and then the fan speed will vary depending on the climate control requirements. Most of us set the temperature when we got the car and, with rare exception, haven't touched it since. That's quite a change from the way things used to be.

It just seems that there was a lot more connection between a driver and his car than there is today. Years ago you could step on the brakes hard enough to lock the wheels. Can't do that today, you might lose control and crash. Well, if you can't slow the car down enough you're gonna crash anyway. Besides there were times that a couple of locked wheels sliding on pavement made a pretty good statement.

Back in the day, traction control was something we regulated with our right foot. There was a very real sense of controlling a car when you could wag the tail to turn faster or just bring the car in line when you wanted. My

best fall rides to the train station in the morning are when I can turn left onto Rt. 109 in front of a line of cars and punch the gas in a 22-year-old BMW to hang the tail out so it lines up quickly. The tires are cold, there's just a touch of moisture on the pavement and it's so easy to do. I must admit that I tend to always overdo it a bit just because it's so much fun to be steering in the direction of the skid at 11 mph at 7:00 am. Modern traction control would take that all away; what a shame.

Except for true high performance cars, a standard shift car is as hard to find as running boards. It seems strange that in Europe 90% are standard and 10% are automatic. In the US 90% are automatic and 10% are standard. Do you suppose that European drivers are drinking coffee and talking on the phone like we do over here? I don't think so. I've heard all those arguments about the cost of gas, various taxes, and penalties for larger displacement engines but I just think that European

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Flat Sixer

John Bergen



This month finds your intrepid reporter in front of the television and enjoying a full day of New England sporting events. The Patriots won again and the Sox swept the Angels. Does it get any better than this? Of course it does when it involves Porsches!

Unfortunately this month finds yours truly having driven in only one Porsche event. This happened to be the fifth and final NER autocross of the year. It was also the event to decide all of the class series championships, so the potential for some good competition was high.

I have to say that the master, one Ron Mann, really out did himself with the course. This was a course that proved challenging for novices and pros alike. I know this for a fact since I was working the timing computer and recorded a number of DNFs.

This was the first time in my short autocross career that I had to deal with walls. Let me attempt to describe what a wall looks like, picture 10 or more cones lined up — some standing,

or more autocross events.

There are some good upcoming NER events that I will be attending, with the first happening on Saturday, October 13th. As most of you are aware, NER is hosting a fall tour of two vineyards, one in Westport MA and the second in Little Compton, RI. This will be an opportunity to experience some of the great back roads of MA and RI and enjoy the good company of fellow NER-ers.

If you have never been to either Westport or Little Compton, I highly recommend it. I can also recommend that if you like ice cream you should plan to visit Grey's Ice Cream in Tiverton after the tour of Sakonnet Vineyards.

Well the weather leading up to our vineyard tour was anything but inviting. The weather forecasts had been calling for a full-blown nor'easter for Friday, with Saturday questionable. Luckily, as is usually the case, the forecasts were wrong and it turned out to be a beautiful day on Saturday.

My wife, two boys and I drove down to Little Compton the night before so that we could sleep in a bit before heading over to Westport. The morning was cool but clear and we debated whether we should take the top off the Targa. My wife eventually won out and we left the top on for the first part of the trip.

We left Little Compton at a little after 10:00 am, figuring on a very easy drive and planning to arrive at our starting point close to the 10:30 am kick-off time. I figured we'd be early and I could help out Win setting up things. Boy was I wrong; when we pulled up to Kim's house we were amazed to see at least 30 or 40 cars already there (maybe more).

What a turn out. According to Win there were in total 50 cars present; there were even quite a few 'North Shore' people who ventured out for this event. The only drawback was that Win had only printed 40 copies of the directions! Hopefully the cars that didn't have directions wouldn't get separated from the ones that did.

The time of departure came and the group disbanded and hit the road. We all waved to Kim and said our thanks to him and Janice for hosting us. I decided to hang back for a while so that if there were any stragglers, or lost cars, I might be able to lead them to the Sakonnet Vineyard. And, much to my surprise, we did come across two cars that seemed to have lost their way; they were

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It doesn't help that I am still running on the same cheap street tires that have seen seven track days and three autocrosses.

some lying down — that may or may not be pointing in one direction, i.e. optional versus required. At one point in the course there was an optional wall followed by a required wall, then quickly followed by a pivot.

This was just pure evil genius and had many people baffled by the sheer number of cones staring them down. The other challenging aspect of the course that made drivers think was the many optional parts to it. As I walked the course and drew my map I felt pretty confident in the best way to take the optional walls and slaloms. That confidence quickly faded after my first few runs and I began to experiment.

It doesn't help that I am still running on the same cheap street tires that have seen seven track days and three autocrosses. Hey, but I'm not complaining. I had a great time with the course and managed to get in eight clean runs. I also managed to win the Class 10 Championship, not through any great driving prowess, but simply by being the only one in that class to make it to four

Minutes Of The Board

Michelle Wang - October 10, 2007 Meeting



The October board meeting was held on October 10th at the Perry residence. In attendance were Bruce Hauben, Joyce Brinton, Steve Ross, Robert Cohen, Ron Mann, John Bergen, Matthew Wallis, Win Perry and Michelle Wang. Dave Weber and Steve Boris were absent from the meeting.

President Bruce called the meeting to order at 7:22 pm. Ron was first up, with his next-to-last-ever Activities Report.

Ron was very happy and excited to report that there were 58 cars running in the final autocross event. With many new AX committee members and a new registrar, there seems to be a lot of positive momentum moving forward into the 2008 season. Ron also noted that the computer that is currently in use needs replacement. After some discussion, it was decided that Ron would do some more investigation and specify what features are needed for the new PC before ordering anything. Continuing on, Ron also reported that he was working on obtaining the insurance certificate for this weekend's tour. He noted that the national office assured him that the certificate would be in hand prior to the Wine Tour. For the DE update, Bruce reported that next year's DE calendar is shaping up. The Track Committee is attempting to run events with nearby regions, with one or the other region primarily responsible for the event. This allows for cross marketing and sharing the risk and benefits. More information will be forthcoming in the near future as contracts are finalized.

Win submitted his Admin Report in advance of this meeting. He reviewed a few highlights for the board. The Winery Tour is set for the weekend (assuming the insurance certificate comes in). November is set for the visit to Autobahn and the Annual Dinner is in December. Win will do another site walkthrough to make sure the Andover CC's new room is ready for our visit. He will begin working out the details, such as centerpieces, badges, and door prizes. The January meeting at Paul Russell is limited to 100 visitors. So far 60 spots are already reserved. Contact Win for a reservation soon. Planning for February is underway so as to ease the transition for the incoming Admin VP.

Treasurer Cohen also submitted his report in advance of the meeting. After a few questions and answers, the Treasurer's Report was accepted as submitted. Again, a review of the refund policy is in order as we head into the 2008 calendar.

In membership matters, John reported that this month there were 1410 primary members and 1020 affiliate members. He distributed this month's new-member contact list to the board for their welcome calls. *NOR'EASTER* renewals are due soon; remember to send in the subscription form to continue getting the hardcopy newsletter.

President Bruce inquired on the annual awards. The Seymour Lisker Award (Red Speedster) is for the person that tries really hard but does not really reach the goal. The Bob Cornell Award (Beanpot) is awarded to the (non-board) member that goes above and beyond the call of duty. In addition the Autocross Committee and Track Committee have awards. The respective committees are discussing nominees for each of the various awards. The trophies need to be retrieved and engraved in time for the Annual Dinner. For the upcoming election, Matthew volunteered to be Teller.

Dave Weber distributed *NOR'EASTER* deadline dates and assignments by e-mail in advance of the meeting. John has again submitted his column to the editor prior to this meeting (he has fallen off the good old procrastination wagon). Everyone else accepted his or her tasks with a minimum of complaint.

Webmaster Matthew then reviewed web site statistics, and noted that there were no hacking incidents since he instituted upgraded security

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Happy PCA Anniversary

Thirty-Five Years

Len Cummings

Thirty Years

David Marshall

Fifteen Years

Gene Tremblay

Ten Years

Hilary Brodmerkle

Vern Brownell

David Chamberland

Kevin Kuzdzal

William Nerney

Elizabeth Riley

Roy Ruff

Bjorn Zettlerund

Five Years

Edward Finn

William Masser

Lee Montag

Check Your Mirrors

Win Perry



As mentioned last month, I made what seems to have become my annual visit to the Bertil Roos Racing School. This year makes my third session with these guys. Bertil was a Swedish road racer (including Formula 1) who moved to the USA and eventually started his racing school in 1975. Currently owned by Dennis Macchio, another racer (and the track manager at the much lamented Bridgehampton during that track's final years), the school is similar in concept to the larger, better known Skip Barber racing school. But Dennis is a racing True Believer, and his passion for racing permeates the rest of the staff and the entire Bertil Roos experience. If Dennis ruled the world, everyone would be racing. Free plug: visit www.racenow.com for complete details.

This year, I had signed up for the two day Rookie Camp. This is open to students who have completed both the three-day road racing school (really a performance driving course), plus the two-day Competition School (rudiments of racing including short wheel to wheel races). Unlike the

For that matter, who needs power brakes, power steering, or even a synchromesh transmission in an eleven hundred pound car?

schools, the Camp assumes you know the theory. There are no classroom sessions, only driving, coaching, and racing. With a student to instructor ratio of two, you get plenty of individualized coaching. All the driving is done in the school's open wheel, single seat Formula 2000 cars. These true racecars are absolutely elemental. The only electronics are in the lap timer and video camera. ABS, traction or stability control: who needs it? For that matter, who needs power brakes, power steering, or even a synchromesh transmission in an eleven hundred pound projectile? My camp was being held at the North Course at Pocono Raceway. Pocono, as you would guess, is located in Pennsylvania's Pocono resort area, and is really a giant NASCAR triangular "oval" with three banked corners connecting the three straightways. Like NHIS, there are short road courses connecting into the speedway. Unlike NHIS, there are actually three distinct road courses, all of them built into the infield. The north circuit is 1.3 miles long, and uses turn three plus one straight. It

includes a variety of turns including sweepers and a hairpin with interesting combinations of on and off camber, but the track is pretty flat. A number of PCA regions run DE's at Pocono; I probably wouldn't drive the five hours down for a DE there. For a racing school however, it's just fine!

Early the first morning, our little group of twelve would be and actual racers (more on this later) met at the Roos School, about a mile from the track, and changed into racing suits. As we entered the racetrack grounds, we were greeted by a sea of Mercedes Benz and AMG banners. It seems that Mercedes had rented everything at Pocono except our north circuit to run an AMG Challenge day. There must have been a couple of million dollars worth of AMG Mercedes for the invited "guests" to sample. And this didn't include the McLaren Mercedes SLR supercar, which I never saw, but which I was assured was there somewhere. Driving in, I saw a group of SLK's sedately circling the south circuit in what looked like a follow the leader exercise. There was

also a sort of autocross. They could have used some help from Ron Mann with the course. Finally there was a dragstrip plus braking zone complete with a very professional sounding announcer providing play-by-play descriptions of the action.

The cars for this activity all had the new 6.3-liter AMG V8. It is a lovely sounding

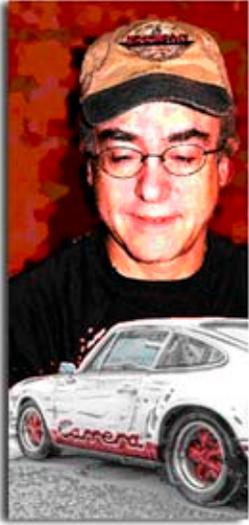
engine at full throttle, but between traction control at launch, automatic transmissions, and ABS during braking, there wasn't much drama. I was told that you had to be invited to one of these events by a Mercedes dealer. And, by the way, after you received your invitation, there was the slight matter of a \$5,000 fee for the day. I'm sure the participants enjoyed themselves.

Getting back to the Rookie Camp, day one was comprised of four sessions in the racecars. Our group was split into two with six students on track at a time. The first drive was simply to refamiliarize us with the cars. With great embarrassment, I have to admit that in the fifteen months since I last drove the car, I had lost the ability to downshift the "crash box". Single down shifts were slow and grinding, and the double downshift from fourth to second at the end of the main straight was horrid. Somehow the car and I survived, but I couldn't really concentrate on the fine points of the racing line. While we were on

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Tail Wagging

Ron Mann



And so with these words, I close out my four years of service on the board. For what ever reason and despite the lack of any hallucinogenic stimulus, I will continue to serve the club next year as AX chair, largely, as although I somewhat detest the activity as a sport, I worship at its altar when it comes to believing that it is the single best method for teaching the average person the essentials of driving. Having started my adult life as an educator, I simply can not rid myself of the certainty of belief that were each and everyone of the uninitiated amongst you to participate for a full season, you'd invariably wind up becoming a far better driver than you currently believe yourself to be.

But, for the moment, I shall restrain myself on this subject, for there will be plenty of opportunity going forward to prove this point next year. Rather, before I depart, I simply would prefer to employ what few words I have left to expend to thank a few people for having made my life a bit easier that it otherwise might have been.

Running a club such as NER, with all its issues big and small, is quite a bit more involved than I had imagined when I was first asked to serve.

First and foremost, I'd like to thank the man with whom I'm exchanging jobs, Steve Ross. Nary a day has gone into the dumper that we have not communicated with each other about some aspect of club life, tried to right some wrong, anticipated some looming problem, or split tubs of electronic ink attempting to whip up a brainstorm on how to make things work better. I won't try to count the years that Steve has fulfilled this role for myself and others, I'll simply state he has done so for many eons. His tenacity and commitment to NER is unrivaled, without him there would have been no Porschefest this year, nor would our AXes have run anywhere near as smoothly as they have. We all owe him a great debt.

Where I King, or if I had any sort of cognitive grasp as to the awards we have to available to present for service above and beyond the call, I would undoubtedly hand the top prize this year to Christine Skaubitis for her undying devotion to gate keeping. Many of you might not realize that as Devens is an open field, we must have some-

one at the gate to check in and ensure that all our liability waivers are signed prior to admittance. It is an especially awkward job when the gates first open, as typically, most people are after showing up are focused on unloading and prepping their cars, signing in, walking the course and having their car teched. Therefore, manning the gate from 6:45 to 9 AM, is simply the single most unglamorous, thankless, yet supremely critical job in all of NERdom. Equally, until Christine stepped up, as you might imagine, it was a complete pain in the tush to find anyone particularly enamored of the notion of sitting around for several hours, getting nothing personal accomplished, with not a single soul around to allow for the relief of having the slightest of conversations with. Christine, has, in spite of some severe personal difficulties over the past season, happily handled this dirty little chore with both grace and efficiency. Perhaps, though her service might seem overtly small to some, for me, it is always the small acts that speak to one's deeper character, and for this I celebrate her willingness to perform this chore selflessly.

Over the years, I've poked quite a bit of fun at Darth, er, Don Walcott. I've done so, not only because he is such an incredibly nice guy, but because I know he refuses to read my columns.

This fortunate fact allows me to gush a bit, for if he knew I was praising him, I suspect he'd be a bit piqued. Don is yet another of the rarely sung about heroes who for approximately two decades has served the club tirelessly as both the autocross registrar as well as Zone Registrar. His retirement this year from both posts is a loss for us all. Having taken up the post of registrar, he committed himself to attending every event. To have done so, unerringly over the past two decades, is an achievement worthy of a Farve or Ripkin, particularly when one recalls his compensation level. Perhaps, the thing I'm most grateful for though, is how gracefully he is managing the transition of responsibilities to Jon Cowen, one of our young rising stars, in how to cope with the strains of the job. Were it I, I'm not so sure after so long a stint, I wouldn't simply melt away, incapable of coherent speech or thought on anything pertaining to the running of a PCA event.

And then there is Charlie and Martha Dow. Though I'm a self confessed avoider of tours, they, where at least for this year, all others have

fallen dormant, have nearly singlehandedly kept alive the notion that a drive through the country with you Porsche friends should be a core proposition of the club. If I have any deep regret while having stewarded this post, it is my failure to have helped them in this very much. I'm of the opinion that tours and rallies can provide the basis for getting more of our general membership involved directly in club events. Sadly, I've neither their patience, nor their tenacity, but I hope my successor will do a better job than I in this area.

Beyond these individuals, I would be remiss if I did not take a bit of time to praise Bruce, Laurie, Matt and Mark and the other members of the track committee, for their hard work over the past two years. DE, though increasing in popularity, is becoming an increasing difficult event to pull off. Beyond the not so simple contractual and scheduling challenges, liability concerns and logistics, the increased competition coming from both other PCA regions and a myriad of for profit organizations has made acquiring good track dates as well as filling the events a difficult proposition. That they have managed so well, in spite of the fact that most of our events are hundreds of miles away, is a wonder to me. And thankfully, they man-

aged to do so without requiring very much, if any, input from me at all.

Equally, I have to thank collectively all the members of the board that I have served with over the past four years. Running a club such as NER, with all its issues, big and small, is quite a bit more involved than I had imagined when I first was called upon to serve. Beyond being a largely enjoyable experience, I have learned quite a bit, not only through gaining an interesting set of perspectives on executive decision making, but equally in the area of human interaction.

Its rather incredible that such a wide range of disparate individuals, of widely different backgrounds and philosophies, brought together by nothing more than the love the Porsche marque, unpaid, can act in concert for the greater good of any number of people they have never met.

Finally, I'd simply like to thank all of you who, whether it be trackside or elsewhere have simply be unable to pass me by without a smile and a hello. It is your friendship that has motivated me to continue serving the club. Your simple kindnesses, be it lending a wrench or offering me a bottle of water are the

continued on page 36

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Calendar At A Glance

November

17 Tech Session @
Autobahn Performance

December

1 Annual Dinner

January - 2008

12 A Tour Of Paul Russell &
Company

February

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

March

April

May

3-4 New England Ramble
@ The Balsams

June

July

August

September

13 PorscheFest @ Larz
Anderson Auto Museum

October

November

December

6 Annual Dinner

Tech Topics: A Primer On Your Porsche's Operation Saturday, November 17th @ 10:00AM Hosted By Autobahn Performance

Hoefentlich, you and your Porsche have enjoyed another great driving season. By November, non-Cayenne owners may be thinking about winter storage. Still, don't we all wonder why these cars drive so well? Rick Hetherington, owner of Autobahn Performance in Peabody, will explain all during our November Tech Topics monthly meeting on Saturday, November 17.

Members should plan to arrive around 10:00 AM. Coffee, donuts and conversation with fellow NER-ers should be a good antidote for any brisk November temperatures. Rick plans to have lots to show and tell. Expect to see engines, suspensions, brakes, and electrical system components out and open for elucidation. This will be a real (and rare) opportunity to look at and handle all of these key systems that make your Porsche a joy to drive. Questions and comments are definitely encouraged; tech topic meetings are meant to be interactive.

Once we have understood how der Porsche works, we can start to talk about why it sometimes breaks. What are the common failures that happen on the road or on the racetrack? How do you detect them early? Better yet, can you avoid them? Rick and the crew at Autobahn Performance have years of experience setting up and servicing Porsches, VW's, and Audis for racing, for DE, and for driving in to work every day.

On top of all this good stuff, Rick has promised door prizes and even lunch. (Yes Virginia, sometimes there is a free lunch!)

Autobahn Performance has been an active and consistent supporter of Northeast Region. They know Porsches, they know NER, and they always put on a great show. See you there, and if you have any specific related topics you would like to see covered, by all means email them to me (Win Perry) at wperry@winbro.com and I will make sure they get to Rick.

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

Directions: Autobahn Performance, Inc. is located at 134R Newbury Street (Route 1 South), Peabody, MA 01960. Telephone: 978-536-2667

From the North: 1. Take I-95 South, 2. Merge onto NEWBURYPORT TURNPIKE/US-1 S/NEWBURY ST via exit number 46 toward BOSTON. Drive 0.6 miles. 3. Pull into the parking lot behind the Futon store and before the GULF gas station. 4. Autobahn Performance is located down the hill in the back and to the left at 134R (rear) NEWBURY ST, PEABODY MA.

From Boston & Points South: 1. Take I-95/128 N toward BURLINGTON/PORTSMOUTH NH. 2. Take the Route1 exit- exit number 44B- toward DANVERS/BOSTON. Drive 0.5 miles. Keep LEFT at the fork in the ramp and go 0.1 miles and follow the sign to Route 1 NORTH. 3. Merge onto NEWBURYPORT TURNPIKE/US-1 N. Drive 1.8 miles. 4. Take the LOWELL ST. exit (on the right) toward PEABODY. Turn left at the light at the end of the ramp onto Lowell St. 5. Drive 0.1 mile and turn left at the traffic light, following the sign to Route 1 South. 6. Follow the ramp onto the Route 1 South (also known as NEWBURY ST.) and drive 0.7 miles. 7. Pull into the parking lot behind the Futon store and before the GULF gas station. 8. Autobahn Performance is located down the hill in the back and to the left at 134R (rear) Newbury St, Peabody, MA.

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Titanium Grey, Stk#X60123	\$119,615	Marine Blue, Stk#XU0007	\$42,989
2007 Porsche 911 Turbo Coupe		2006 Porsche Boxster S	
Meteor Grey, Stk#X70075	\$130,763	Black, Stk#X70068A	\$49,989
2007 Porsche 911 Turbo Coupe		2006 Porsche 911 Carrera Cabriolet	
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2007 Annual Dinner Gala

It may still feel like Summer outside, but the time has come to mark your calendars for NER's premier social event, the 2007 Annual Dinner Gala. This year, we are holding our gala at the newly renovated and expanded Canterbury banquet room of the Andover Country Club. Conveniently located close to Interstates 93 and 495, Andover Country Club has been hosting gala parties for more than 75 years.

Dust off those tuxedos and evening dresses, practice your dance steps, and think about an elegant evening of fun, food, awards, door prizes, dancing, socializing and reminiscing about all the crazy happenings of 2007. The chef at Andover Country Club has been working on a knock-out menu for the holiday season, and Vic Paul will be playing the music with his trio. Vic can play just about anything, so start putting together your play list favorites.

Following our holiday tradition, wine, beer and cocktails accompanied by a generous selection of hors d'oeuvres will begin at 6:00PM followed by dinner at 7:00. Awards and door prizes will be presented between courses. Festivities and dancing will continue until we get thrown out on the far side of 11:00.

Contact Win Perry at wperry@winbro.com or 78d1-933-5300 x 104 with any questions, special dietary needs (e.g. vegetarian meals) or suggestions. You know you want to be there! Use the registration form below and don't miss it.



THE Andover Country Club

Andover, MA
Saturday, December 1st
6:00 Cocktails & Hors d'oeuvres
7:00 - 11:00 Dinner, Dancing

Dinner entree choices are:

- Roast Prime Rib of Beef, Roasted with Crushed Herbs, Au Jus
- Chicken Avignon, Stuffed with Crimini Mushrooms, Prosciutto, Garlic, Provolone and Sun-Dried Tomatoes, Sauce Buerre Blanc
- Fillet of Salmon, Dill Sauce

All dinners include bread, soup, salad and dessert followed by coffee and tea.

Directions from I-93.....Take exit 43, Route 133 toward Andover through two sets of lights. 3/4 mile after the second lights, take a left onto Canterbury Street.
Directions from I-495.....Take exit 41, Route 28 towards Andover to the first set of lights. Turn right onto Route 133 and take your second right onto Canterbury Street.

Andover Country Club, 60 Canterbury Street, Andover, MA 01810, 978-475- 1263

Reservations

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- Fillet of Salmon



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

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

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

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

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

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

Directions: Paul Russell and Company is located at 106 Western Avenue, Essex, MA 01929. Telephone 978-768-6092 Follow Route 128 North to Exit 15, labeled "Manchester/Essex". Turn left at ramp stop sign, crossing over Rte. 128 towards Essex. Follow this tree-lined road (School St.) for about 5 minutes into Essex, when you come to a stop sign. Turn left (West) onto Route 133. Go approximately a half-mile (past restaurants and antique shops). Leaving the Periwinkle Restaurant on your right, turn left (South) off Rte. 133 onto Route 22.

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



2008 Board Member Candidate Bios

Copy By Steve Ross

You will shortly receive your ballot for the election of the 2008 Board of Directors of the Northeast Region of the Porsche Club of America. As per our bylaws four current board members; Win Perry (Admin VP); Bob Cohen (Treasurer) and Ron Mann (Activities VP) and Michelle Wang (Secretary) have opted to step down after serving their two year terms of office. We owe a debt of gratitude for their hardworking efforts over the last two years.

To better familiarize you with three of the incoming candidates I have asked them to provide some background information which follows. The fourth candidate for Activities VP is me, whom I hope does not need any introduction as I have served on the board numerous times over the last 27 years of my membership..

Our Admin VP Candidate is Bob Cantor, a relatively new member, who joined our region in 2003 and immediately dove into the world of autocross. He was humbled by the competition his first year, but this year graduated to one of the closest finishes for a series this year with another 4-year member Chris Ryan. Bob has helped out numerous times at autocrosses. He states his reason for joining the club was to meet and interact with enthusiasts who have a similar interest. Prior to joining PCA his interests in cars, before his current '84 Carrera, ran the gamut from a TR4, a GTO (the Pontiac type), a Corvette and even a 914.

Although Bob does not belong to other car clubs, he is active in many charitable campaigns for the likes of Dana Farber, Heart Association and Children's Hospital. Professionally he works with small to medium size companies in the areas of personnel and business planning including insurance, retirement planning, and employer and employee benefits.

His other outside activities include Red Sox games, mountain biking and Sunday morning softball games (when there is not a conflict with an autocross of course)

Our Treasurer candidate is Karen Cohen, wife of the outgoing Treasurer Bob. A 17-year member of the club Karen enjoys the Rambles, Tours and has even tried a driver education event last year. Karen's current car is a Boxster S in Speed Yellow. For more mundane duties she drives an Infiniti M35X. Her outside activities include hiking, reading, sewing and taking care of her five grandchildren.

Now retired from as a dental hygiene profession, Karen has given back to the community by serving on the League of Women Voters of Sudbury; Sudbury-Wayland-Lincoln Domestic Violence Roundtable; Dartmouth Women's Club of Greater Boston, and is an advocate for the Domestic Violence Victims Assistance Program.

Finally our candidate for Secretary is Jill Maserian, who also joined in 2003 and immediately attended our Newcomers meeting and got hooked on driving her Porsche in autocross and DE events. Since then Jill has participated in tours and rambles that the club offers and has attended the Annual Dinner. Her reason for joining the club was the car, and she wanted to experience it beyond simple street driving. She is a member of the Make A Wish foundation and PEER Servants.

Prior to her '03 911 Cabriolet Jill drove a BMW 635 CS. Recently she purchased an '02 C4S for DE events. Jill works managing investment research operations for a financial services company". Outside club interest are boating related along with a passion for golf (she took her clubs to Tremblant this year), art, architecture and travel.

2008 Nominating Committee Report

Ron Mann Nominating Committee Chair, reports that the following individuals are being proposed as candidates for the region's 2008 Board of Directors:

President: Bruce Hauben
VP Activities: Steve Ross
VP Admin: Rob Cantor
Secretary: Jill Maserian
Treasurer: Karen Cohen
Membership: John Bergen
Newsletter Editor Dave Weber

Election ballots will be mailed in early November to all region members on record as of the October National PCA membership report for the region.

Autocross #4 Report - Sponsored by Ira Porsche

Copy By Steve Ross

Well the oppressive heat must have got to the autocrossers as barely 40 of them turned out for the fourth round of this years' series. A number of class championships were wrapped up and some more are all but decided pending entry in the final event in October.

With yours truly coordinating the Porschefest Concours in Brookline (which unfortunately conflicted with the autocross), our multi talented Activities VP, Ron Mann, not only laid out a well liked higher speed course, but multitasked myriad other jobs so that the event could be smoothly run. Registrar to be Jon Cowen was again shadowing the retiring Don Wolcott to master the functions of the job that Don has held for more than 20 years.

With a no-show by Sigrid Schnoerr, Tom Tate, who was helping at the Concours can cop his umpteenth class championship with an appearance at the last event of the year. Similarly another old hand at driving, Paul Tosi looks to be the top dog in Class 2 with one more appearance as he has an insurmountable 10 point lead over Joe Kraetsch.

Now here's a case of devotion, Jack Saunders our elder statesman at 82 years old will win the Class 4 championship by virtue of his continuity. He attended all four events so far, a feat that no one else in the class has done.

Similarly Don Wolcott in class five with his 968 and Fran O'Day in six with his 914-6 both won uncontested firsts at this event and thus clinched their respective championships. An unfortunate oil leak in Rob Cantor's car nixed his hopes of scoring a victory over fellow competitor Chris Ryan, also 911SC mounted, all but assuring a year end win for Ryan.

All Jon Cowen has to do is show up for round five to beat his Dad for Class 8 honors as his nine point lead should hold up. In an impressive drive he took top stock time besting all the 911 class cars at the event.

Yours truly also has to show up one more time to again take the SS8 class for the 3rd. year in a row, the only consistent showing driver is my co-driver Suzy Ascher.

Another lonely class is Stock 9, home of the Boxster S's, and only Greg Osche has shown up enough to qualify, and on the rare occasion when someone else did run, it was Greg in the driver's seat. Unlike class 9, class 9 SS has real good competition as the two CC's, Cuan Crossley and Craig Crossley are in a real pitched battle for supremacy, Crossley is a bare 3 points ahead as they head into the final, remember it is best 4 of 5 and both have missed an event so winner takes all in October.

In the later model 911 classes 10 and 11 our membership chairman John Bergen looks to win his first championship in his first year with the Viper Green 964 Targa, while the consistent George Dominiak, in his black 993 with more autocross miles than street miles will be a winner again with a final appearance in October.

Class 11SS has been good to returning member Roger Warren and his 997S as he bested Dick Demaine and is poised to be top



dog with a good finish at the next event. Similarly another 997, this time a GT3 of Dick Grant has taken the series besting fellow GT3-RS pilot Steve Lefebvre in class 12.

Wrapping up, Charles Stroy Meyer has moved ahead of perennial adversary Mark Skala, and with a six point lead could grab another class 14 championship with even a 2nd place finish. Finally, Ron Mann co-drove a competitor's car and took his 4th win of the year gaining the points for another class championship.

Keep an eye out for the remaining contests at the final event on October 6th and cheer them on at our annual dinner where the yearend awards will be presented.

Thanks go to Dave Hazlett and Ira Porsche for their sponsorship of this event and their year after year support of the Northeast Region.



The 50th Anniversary of the region is in 2009! If you would like to participate in the planning, or have any ideas, please contact Michelle Wang at mmw@gis.net or 978-443-1855.



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Country Roads, Beaches & Vineyards

Copy By Win Perry, Photos By Kim Saal, Win Perry & John Bergen

It had been a gray and rainy week around Boston, and the forecast for Saturday wasn't altogether promising, but Bacchus must have smiled on the Northeast Region, because he sent us an absolutely glorious autumn day for NER's fall tour — a coastal drive through Southeastern Massachusetts and Rhode Island, including stops at two of this region's best wineries.

Our tour started at the lovely summer home of Kim and Janice Saal, sited high over the Westport River with commanding views and large lawns to park on. Once again, I learned what early birds NER members are. Our meeting time was 10:30 am. I had planned to arrive at 10:00 to set up the maps, directions and sign-in sheets. With a small detour to pick up the obligatory coffee and donuts, I rolled down the long gravel drive about ten minutes late. There were already at least 15 cars on the lawn! While we were setting up on Kim's porch, the Porsches kept rolling in — car after car, until the total exceeded sixty. Now, I know that with the Red Sox in the middle of World Series hopes I should be careful about distorting baseball metaphors, but for me, the true Field of Dreams was that lawn in Westport!

With such a lovely setting, there was no need to rush off. The sun was shining, and members took the opportunity to share coffee and conversation with old and newly made friends. Somewhat after 11:00, the motorcade started off. Our route headed south along the Westport River heading for Horseneck Beach and winding along the bays and shoreline until we crossed over into Rhode Island. There we drove through the countryside and the charming village of Little Compton. After that, there was an optional jaunt down to Sakonnet Point. A sailing regatta enhanced the usual scenic ocean views at the Point; there were at least fifty boats out racing on the water. Then it was off to Sakonnet Vineyards and our first tasting. The size of our group really overwhelmed the hardworking staff, but with a little patience, we all got to try half a dozen of Sakonnet's excellent wines. Lunch was another matter! We had



One of several winery stops along the tour



Car badges on a tour participant's 356



Kim Saal took this panorama of the tour participants ready to depart



Don Plant with one of his several 914s



Friendships are many within the club

continued on page 22



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Luke Perry at Sakonnet Point, RI

planned to eat at the winery's Coop Café, but this was closed. Fortunately, just down the road in Tiverton were sandwich shops and open cafes. We continued on curving rustic roads,



The Bergen clan

heading back into Massachusetts and the Westport Rivers Winery. After checking out the wines here, since it was around 2:00 PM, some of our group headed back towards home.



Porsche parking at the Saal's residence



Wine tasting highlighted the tour

For the rest, we had a meandering trip through little villages like Slades Corner and Russells Mills, continuing on towards South Dartmouth and Apponagansett Bay. Then back south to the ocean and west and north along the water until we were



Sakonnet Vineyard's Pinot Noir

back to our starting point along the Westport River. For the real diehards, the Buzzards Bay Brewery was just up the road, and a few of us sampled their excellent black lager.

It was a gorgeous day and a great turnout. Thanks to all who participated, including a good showing from NER's southern members. A special thanks to Kim Saal for his help in planning our route, and for being such a gracious host.

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Autocross Finale - Sponsored By



Copy By Steve Ross, Photos By Gerry Fitton, Hrach Mikekian & John Bergen

Under perfect driving conditions after a cool start 63 eager autocrossers met for the final round of the Northeast Regions' 2007 series, and although only three classes did not have a class winner already determined, five classes in total had fights to the finish for top honors of the day.

This year's course designer Ron Mann introduced a new concept this time, walls of cones with the direction to go around sometimes optional sometimes not, this elicited quite a bit of head scratching and discussion throughout the day as did a 270-degree pivot. One nice element of this particular course was a major reduction in cone carnage, especially during the afternoon sessions.

In class one where Tom Tate would be the only driver to qualify for the series championship, he and Sigrid Schnoerr battled all day for top honors in their 914 2.0s with Sigrid topping Tate by less than .6 second.

Class SS08 for showroom stock Boxsters had a new challenger in the form of Fred DiNapoli driving a new Cayman. Although he posted a raw time that would have won the class, an errant pylon nixed his chances this time. Fred trailed by .2 seconds, but as they always say wait till next year.

Paul Tosi had already won his class two with the 944, but this time his co-driver son Michael and Joe Kraetsch were locked in a bitter battle for top honors and after a few anxious moments early on where Joe's car emitted some serious smoke on a corner, he succumbed to the younger Tosi by a mere .1 second in the closest finish of the day.



Lee Coulter

Class seven for 911SC and Carrera models has been a dogfight all year long between Chris Ryan and Bob Cantor. Unfortunately for Bob he had an oil leak last event and thus fell behind for year end points, a deficit he could not make up even with an impressive victory this time by 1.3 seconds. Ironically Bob found out after the fact that the leak could have been fixed at the event and he could have continued.

The final class championship went down to the wire literally as Dick Demaine and Roger Warren came to a dead heat in points



Gerry Fitton



Michael Tosi

for the year after Dick took this event by .4 seconds. Using the tiebreaker formula, which totals the winning margins of the two competitors for the year Roger took the year end honors.

Unopposed in their respective classes where our Membership Chairman, John Bergen in class 10; Gregg Osche in class 9, Fran O'day in class 6; George Rouhart in class 5 and Neil Halbert in

Class	Place	Driver	Model	FTD
1	1	Sigrid Schnoerr	914	1:14.181
	2	Tom Tate	914	1:14.741
	3	Richard Towle	914	1:20.558
2	1	Michael Tosi	944	1:13.335
	2	Joe Kraetsch	924S	1:13.487
	3	Paul Tosi	944	1:14.551
	4	Lisa Roche	944	1:17.102
	5	David Case	944	1:17.240
	6	Michael Orsini	944	1:28.515
	7	Andy Case	944	1:34.692
4	1	Neil Halbert	944S2	1:17.087
5	1	George Rouhart	968	1:16.646
	2	Betsy Rouhart	968	DNF
	3	Don Wolcott	968	DNF
6	1	Francis O'Day	914-6	1:28.015
7	1	Robert Canter	911SC	1:17.267
	2	Chris Ryan	911SC`	1:18.595
	3	Gerald Fitton	911SC	1:22.692
	4	Hrach Mikaelian	911SC	1:22.758
	5	Jim Wogan	911SC	1:22.974
	6	Jeff Johnson	911SC	1:25.918



Ron Mann

class 4. Class 8 (the Cowen family feud) was again handily won by the son Jon over father Fred by more than 3 seconds, awarding him the year end championship.

Class 9SS for showroom stock Boxster S models was again the domain of 2nd year driver Cuan Coulter easily outdistancing his

continued on page 26

Class	Place	Driver	Model	FTD
8	1	Jon Cowan	Boxster	1:13.174
	2	Fred Cowan	Boxster	1:16.451
8SS	1	Steve Ross	Boxster	1:17.351
	2	Fred DeNapoli	Cayman	1:17.565
	3	Stephen Keen	Boxster	1:20.475
	4	James Carolan	Boxster	1:21.054
	5	Suzy Ascher	Boxster	1:21.531
	6	Deb Williams	Boxster	1:23.417
	7	Igor Prokopiw	Boxster	1:24.201
9	1	Greg Osche	BoxsterS	1:14.093
9SS	1	Cuan Coulter	BoxsterS	1:18.574
	2	C. Hottenrott	BoxsterS	1:19.427
	3	Lee Coulter	Boxster	1:19.452
10	1	John Bergen	911C2	1:22.859
11	1	G. Dominiak	993	1:12.154
	2	G. Krikorien	Carrera	1:32.193
11SS	1	Dick Deamine	996	1:17.603
	2	Roger Warrren	997S	1:18.034
	3	G Champagne	996	1:20.397
	4	Noah Parekh	996	1:22.990
	5	Clarke Bayley	996	1:27.137
	6	Susan Kelley	997C2S	1:31.344



Suzy Ascher

wife Lee and Carol Hattenrott from Maine. Meanwhile Mark Schnoerr took top honors in class 12, the GT3 class in his "rent-a-racer" but the car's owner, Dick Grant won the war taking year end honors even with a 3rd place finish this time.

Steve Berry easily outdistanced his son Alex, and Steve Smith, with his race prepared 944S2 for his third win of the year. Ron Mann had the widest margin of victory of almost 10 seconds to cop his championship series honors in "whitey". An interesting contest in class 16 for non-Porsches had Miguel Aponte in a heavily modified Z4 BMW leading John MacDonald's Formula Vee for most of the day; only in the last run did John finally grab top honors in this 5 car class.

Class	Place	Driver	Model	FTD
12	1	M Schnoerr	GT3	1:11.524
	2	S Lefevbre	GT3	1:14.164
	3	Dave Grant	GT3	1:17.440
13	1	S. Berry	944S2	1:13.928
	2	Steve Smith	944	1:18.501
	3	Alex Berry	944S2	1:18.614
14	1	C Stromeyer	911TT	1:12.586
	2	Mark Skala	914-6	1:12.633
	3	Chris Tuck	911S	1:13.927
15	1	Ron Mann	911	1:12.399
	2	Phil Rudnick	911	1:22.076
16	1	J. MacDonald	D13S	1:06.958
	2	M. Aponti-Rios	BMW	1:07.413
	3	Tom Gurski	968	1:15.365
	4	Nichole Wooley	Lotus	1:23.993
	5	Lee Levitt	Audi A4	1:27.989

So this wraps up the very successful 2007 season and I want to take this opportunity to thank all those on the autocross committee and those who offered their assistance to make this a great year. Next year Ron Mann will take over the reins of chairmanship for autocrossing and Jon Cowen will head up the registration duties. We have already obtained dates for next year and they include mostly Sundays for a change, and there is a possibility of a new site becoming available later next year.



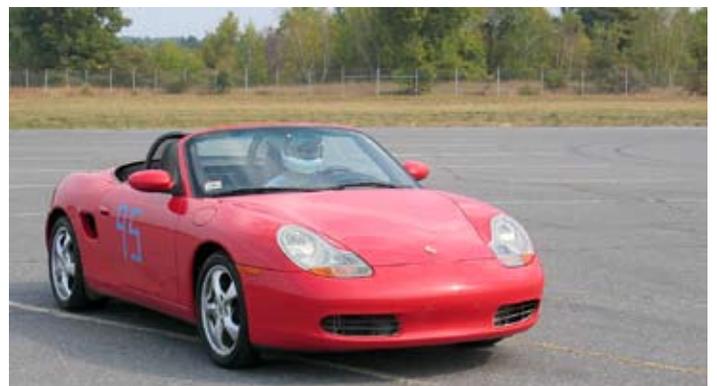
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Porsche News

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Authentic Porsche From “The Sopranos” Auctioned for \$100,000 at Agassi Grand Slam Children’s Charity

ATLANTA (October 9, 2007) – Two lucky Sopranos fans’ lives just got a lot spicier. Their winning bid at the the Andre Agassi Charitable Foundation’s 12th Annual Grand Slam for Children landed the actual Porsche Cayenne SUV Carmela Soprano drove through the streets of her New Jersey suburb on the hit drama “The Sopranos.”

Last weekend in Las Vegas, the Cayenne was the must-have item up for auction during the Grand Slam, one of the city’s biggest entertainment and fundraising nights of the year. Tony Bennett, Kelly Clarkson, Hall & Oates, Matchbox Twenty, Carlos Santana and Jerry Seinfeld were among the A-list celebrities who performed at the event.

Richard and Theresa Beauchamp from Steamboat Springs, Colorado placed the winning bid on the Porsche Cayenne for \$90,000. To round out the bidding, auctioneer Jack Williams added \$10,000 of his own money bringing the total price to \$100,000. The Beauchamps’ new SUV comes complete with a bronze plaque bearing the signatures of the show’s Emmy award-winning stars James Gandolfini and Edie Falco.

“I am grateful that there are so many people dedicated to helping kids,” Andre Agassi said. “I’m thrilled with the turnout from the public, the generosity of our sponsors, donors and bidders, and the commitment and talent of the performers who so graciously give their time to the Grand Slam. It was one of the greatest nights of the year.”

The coveted car, a 2005 Porsche Cayenne S* in Prosecco with Sand Beige interior, boasts a 4.5-liter V8 engine, as well as auto-



Richard and Theresa Beauchamp of Steamboat Springs, Colo. sported big smiles in front of the Porsche Cayenne S they purchased during the Andre Agassi Charitable Foundation’s annual auction and gala, the Grand Slam for Children event, on October 6. The SUV is the authentic Porsche showcased in “The Sopranos” and features a bronze plaque inside with the signatures of stars James Gandolfini and Edie Falco. Image Credit: Kevin Cannon

matic climate control with dual front-passenger settings and a 350-watt, 14-speaker Bose stereo. It only has 6,758 miles on the odometer.

“We already own a Cayenne Turbo, which we love,” said Theresa Beauchamp. “In addition, we watched ‘The Sopranos’ for years when it was on television, so we were drawn to the novelty of the car.”

Founded in 1994 by former professional tennis player Andre Agassi, the Andre Agassi Charitable Foundation (AACF) was created to provide recreational and educational opportunities for at-risk children in Southern Nevada.

Since its inception, the Foundation has supported more than 20 organizations and raised more than \$60 million for programs designed to enhance a child’s character, self-esteem and career possibilities. For more information, visit www.agassifoundation.org.

* Tony Soprano presented the Cayenne to Carmela in the series’ sixth season as a “Turbo”; in reality, the SUV is a Cayenne S model.

Porsche Announces Restructure of its Field Organization to Better Serve its U.S. Market

ATLANTA (October 4, 2007) – Porsche Cars North America, Inc. (PCNA)—a car company that has enjoyed record sales in the United States during the past three calendar years — announced that it will reorganize its U.S. field operations to help foster more direct interaction with its dealers and customers, and better serve each region’s unique marketing demands.

Beginning October 1, PCNA established four Area Offices across the country, including a new Central (Midwest) Area Office, which is one more than the company had previously operated. With this addition, Porsche is realigning all its Area Offices to better cover and service its 202 national dealers. The change represents a 28 percent expansion of the company’s field operations.

PCNA’s four offices will be managed by Area Vice Presidents; previously, the previous structure of Porsche’s three offices were managed by General Managers. The move is designed to decentralize decision-making away from PCNA headquarters, with new Vice Presidents being responsible for the Area’s business objectives.

The change is timed, in part, to coincide with preparations for the launch of Porsche’s highly anticipated four-seater Gran Turismo Panamera model that will debut here in 2009.

Upshifting- continued from page 5

reader, my advice to you is that you do not trust your local dealer in ensuring that you get your water separator drained. I went to the dealer for this first oil change because I wanted to get the seat belt buzzer deactivated and the mechanism that automatically looks all doors when the truck starts moving turned off. I'm back to my independent mechanic for all non-warranted service from here on. As long as you get the vehicle properly serviced at the appropriate intervals and have receipts to prove it, you're covered for all warranted situations.

Joyce and I recently spent several days and 900 miles working on the '08 Ramble to The Balsams in Dixville Notch, NH. Actually the mail address is Colebrook, NH. We'll be scheduling another trip before the snow flies this winter and final run through in the spring. With the weather we've been having it's very hard to accept that we *will* have a winter with cold weather and we *will* have snow. Hell, we haven't even had frost yet in Littleton, just about a month late as of this writing.

There simply aren't many roads in northern NH and ME from which to choose. I guess I should qualify that and say there aren't many paved roads. As a result, when it was necessary to shave some miles from the first route taken, it was not simply a matter of taking different roads to cut a few corners here or there but substantially new routes as there might not be a crossroad (paved) for 20 or 30 miles.

The Balsams is a lovely, historic hotel dating to the Civil War. While the "new wing" dates to the early 20th century periodic renovations have kept pace with the times. Check it out at www.thebalsams.com. I was interested to learn that it is managed by Delaware North, a \$2 Billion privately owned hospital-ity, service, sports and gaming empire. Anyone familiar with the Bruins and the Garden are well aware of Jeremy Jacobs and Delaware North but I certainly had no idea of their scope and size until I checked them out at www.delawarenorth.com. In fact, page 2 of their 2006 Annual Report has a great picture of The Balsams, recently named as one of Conde Nasts 50 top resorts in North America.

Watch for the January *NOR'EASTER* and sign up early, you don't want to miss this Ramble.

FOR LEXOPHILES and PUNSTERS

A will is a dead giveaway.

A backward poet writes inverse.

In a democracy it's your vote that counts; in feudalism, it's your Count that votes.

A chicken crossing the road: poultry in motion.

If you don't pay your exorcist you can get repossessed.

With her marriage she got a new name and a dress.

Show me a piano falling down a mine shaft and I'll show you

A-flat miner.

When a clock is hungry it goes back four seconds.

A grenade fell onto a kitchen floor in France resulted in Linoleum Blownapart.

You are stuck with your debt if you can't budge it.

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

He had a photographic memory which was never developed.

The short fortuneteller who escaped from prison: a small medium at large.

When you've seen one shopping center you've seen a mall.

If you jump off a Paris bridge, you are in Seine.

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

Santa's helpers are subordinate clauses.

Marathon runners with bad shoes suffer the agony of de feet.



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track, our instructors circulated around watching us for a subsequent critique. When the second group was driving, each pair of students joined their instructor at a corner to watch what the other students were doing and to discuss our previous drive. As the day progressed, my shifting improved, and I was able to focus on the track and practice passing and being passed under braking with my instructor. I was amazed: when you are close enough to be drafting the car in front, you can sling shot up abreast of him almost at will despite having no power advantage. I also got to know some of my fellow students. I had assumed that everyone was like me; they had completed the two schools and wanted a little more experience before trying club racing or joining the Bertil Roos arrive-and-drive race series. That was the case for a few of us, but most had considerably more race experience. Many had been to previous Rookie Camps and also had driven in the race series. A somewhat (but not entirely) extreme case was Howard from New Jersey. This was his fourth Rookie Camp and he had raced in the series. In addition, he was doing some SCCA and PCA club racing. When I asked him what he drove, he said he had a GT3 Cup Car. Some rookie! I admit to feeling somewhat intimidated. What was common to all these guys was great camaraderie. Everyone was happy to discuss the fine points of the course: where you could pass, how to use the camber, and other "inside" information. I enjoyed a nice sauerbraten dinner that evening with Larry, another experienced Roos race series veteran who was enthusing over the engine in his new BMW 335i.

Entering the track the next morning, the Mercedes/AMG crew was gone, but Pocono was still chock full. There were an awful lot of Porsches driving in and heading for the south circuit. At lunch, I walked down and discovered that Riesentoter Region was hosting a three-day DE: one day on the south circuit followed by two days driving the north circuit (after getting rid of us!). I didn't know anyone from Riesentoter, but it seems like a nice bunch. The east circuit was full of motorcycles holding some kind of a race meet. When I mentioned the bikes to my instructor, he replied: "watch for the helicopters". Asked about this seeming non sequitor, he explained that Pocono's policy was: if a rider fell and was unconscious, they call in a medevac helicopter to fly the rider to the hospital. If the copter lands in the parking lot, it's not too bad. If it lands on the track, it means that the injuries are severe enough that they don't want to move the fallen rider. I thought this was pretty morbid. But, mid morning the first chopper flew in; it landed in the parking lot. After lunch it returned, this time landing on the track. Bike racers must be missing the fear gene.

We had a pretty full day of racing lined up. First was a twenty-minute warm-up session for each group followed by a ten minute qualifying session. I thought I drove OK during the warm up. At the end of the session, my lap timer was showing a number of laps in the mid to high 1:08's. The more experienced drivers were running 1:07's, and apparently the best race series

stalwarts can achieve lap times in the 1:06's. Qualifying didn't go as well. I felt all right, but my best time was 1:09.0, which I correctly suspected would put me last on the grid. There were three races for each group of six drivers: two six lap races plus a final twelve-lap race. The Roos School has an interesting approach to gridding up for the six lap races. Your place on the starting grid is drawn randomly. This way, the fastest drivers will probably have to execute some passes, and the slower drivers can try to stay up front, and will certainly experience being passed. For the first race, I drew the pole. My start was fine, but I had a terrible first turn and lost two places. Over the remaining laps, I tried to hang on and ended in fourth. For the second short race, I drew the middle row of the grid, and didn't hang on too well. I finished last.

The final race of the day was the twelve lapper. I started, based upon my qualifying time, as a well-deserved last! Perhaps this removed some of the pressure. Although certainly slower than the lead cars, I hung in the middle pack and even caught and passed a car at turn one. With some spins amongst the hot dogs slowing them down, I was surprised to find myself in fourth place at the end. Not great, but certainly better than last. In addition, checking my lap timer, my best laps of the race were in the low 1:08's. Just wait until next year! After the races, despite some aggressive (but clean) racing, the camaraderie returned; Roos always seems to attract a good bunch of real enthusiasts. I've always enjoyed the experience, and definitely feel it has improved my driving. With some more seat time and practice dicing it out wheel to wheel, I might even improve my standings.

Minutes - continued from page 8

measures last month. The assembled board also discussed updates to the website for next year.

Michelle has formed the 50th Anniversary planning committee and will be meeting within the next month or so to start planning. A note will be placed in the *Nor'easter* asking for folks interested in helping. Also, we need to look into the possibility of a raffle, and speakers from National or even Germany.

The next meeting of the board will be held November 12th. Having no new business to discuss, this meeting was adjourned at 8:58 pm.

coming from the opposite direction and turned in front of us at one point. Eventually they pulled over and when I passed them they quickly pulled in behind me and followed me the rest of the way.

I have to imagine that the people at Sakonnet Vineyards were blown away by all of the Porsches that descended upon them. While I took my time to wander into the winery I took some pictures of the parking area and chatted with people. Two people in particular were Jack Koes and his wife who are new NER members and live in Little Compton. Jack recently purchased a 1969 911T; for those on the drive it was the white one.

I then made my way to the tasting room where I found it and the gift shop crowded with people who seemed to be having a great time. I snapped many pictures and then grabbed my wife and kids and hit the road. I wanted to hit Grey's Ice Cream and have some lunch before continuing on our journey.

Well, when we got around to heading to the Westport Vineyards the kids were disappointed that there weren't any other Porsches on the road. But then we did happen to catch up to a silver Spyder who we ended up following all the way to the winery. The Westport Vineyards seemed a bit smaller than Sakonnet and the parking wasn't as abundant, but it seemed like a great place to visit.

I once again made my way to the tasting room clicking some more pictures on the way. There weren't as many Porsches around and I was wondering if people were still back at the Sakonnet Vineyard. As I was getting ready to round the family up and head out for the remainder of the trip I ran into a fellow DE-er Joe Billmaier, who introduced me to another new member, Stanley Corbett. We had a nice chat, and then we all decided to continue the tour and end at the Buzzard Bay Brewery.

At the brewery we ran in Win Perry and his son Luke. We all thanked him for a great day, which we were topping off with a tasting of the four brews on tap. My wife and I enjoyed the Buzzard Bay Lager so much we decided to get a growler to go! And there ends our fall winery tour — a great day driving some great back roads and spending time with some good people.

The other event I am planning on attending is the annual NER Dinner Gala, which is scheduled for December 1st at the Andover Country Club. It should be a fun time with good food, drink, and people. Hope many of you can make it too.

The only other thing that has been going on for me has been work. September proved to be a very busy and eventful month. First I had to prepare for a board meeting where I was to be confronted by the question, "Am I spending enough money?" I kid you not, and I even related to the board that this was

continued on page 40

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undoubtedly the first time I had ever been asked that question.

The really big thing that happened last month was having my boss inform me that after a year and a half at the management company he was resigning to return to the west coast for family reasons. This was a big shocker for me, especially since I had built a great rapport with him and he fully supported my passion for driver education. I can only hope that the next CEO of my company is not only an excellent investment professional and leader but is also someone who enjoys cars and a passion for driving.

Two more things before I close this month's column. First is a reminder that, beginning in the November issue, there will be a renewal reminder for the *NOR'EASTER*. Please send your renewal in early; remember the cost is only \$15 and that just about covers the postage for it. The second thing is that I am once again off the procrastination wagon and will suffer much verbal abuse from my fellow *NOR'EASTER* contributors.

Out In The Passing Lane - continued from page 4

have met you they know and remember your name. Every day we were greeted by name in restaurants, a couple of different bars, and even by the housekeeping and bell staffs. The staff was especially pleasant in the public spaces like restaurants and bars. As for the hotel property itself, suffice to say that it is a wonderful place to spend a week. I'd highly recommend the hotel as a place to spend time celebrating a special occasion.

During our stay we opted to take the Jeep tour to the Garden of The Gods (where you view spectacular stone formations). I should know better than to sign up for these types of tours. I'd expected to be taken directly to the park, where we'd spend a

couple of hours photographing the formations as the sun set. I had visions of taking very scenic sunset landscapes. As I should have anticipated, our guide/driver first took us up in the foothills to drive on a dusty former steam railroad roadbed that led to the former gold mining town of Cripple Creek. We then toured a few other areas while he explained why and how they came to be. Finally we made it to the Garden of The Gods, where we spent maybe fifteen minutes driving through the park.

I managed to get the driving to stop once for photos. Then, of course, he stopped at the local gift shop, just in case we need a few souvenirs of our visit to the park! I was hugely disappointed as my business meeting schedule precluded Susana and me from driving to the park on our own later than week. My key learning: skip the expensive guided tour, pick up a guidebook, and lead your own tour!

Tail Wagging - continued from page 11

bedrock responsible for so much of what has enriched my life since having joined PCA but six short years ago. A few have you have bemoaned my passing as an author on these pages. While I am utterly overjoyed at the prospect of putting down my pen and ending these monthly sojourns into my own personal mental purgatory, I truly appreciate your support over the past half decade. I promise, I will eventually recapture enough energy to reappear on these pages from time to time. And until that time, I bid each and every one of you, peace.

Four Speeds - continued from page 6

drivers are more into the driving experience that we are in the US.

My theory is that, as enthusiasts, we should enjoy driving when we can. Whether you're on the track, on a tour with friends or just on the way to work, pay attention to what you're doing. Let the vehicle that you're driving talk back to you. It will if you're listening, you just have to listen carefully. KTF



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