



PORSCHEFEST 2007

DE Season Wrap-Up

Fall Vineyard and Winery Tour

2007 Annual Dinner Gala

THE NOR'EASTER

2007 OCTOBER 2007

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

Date: October 2006

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

Assignment: Prepare and Support our customers' cars.

Results: All Great... some Extraordinary!



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

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

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

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

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

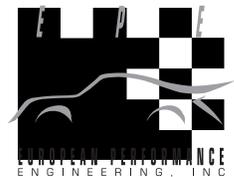
Caryl Brensinger, Bruce Hauben, Wayne Mackie and Steve Boris: Finished off the podium but ran safely without problems or issues.

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

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

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

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



INSIDE THE NOR'EASTER

007 OCTOBER 2007 OCTOBER 2007 OCTOBER 2007 OCTOBER 2007 OCTOBER 2007 OCTOBER 2007 OCTOBER 2007

FEATURES

12 AutoX #5 @ Devens (Final)
14 *Fall Vinyard and Winery Tour*



14

15 Tech Session @ Autobahn Performance
16 *2007 Annual Dinner Gala*



20

18 January Tour of Paul Russell & Company
20 DE Season Recap
24 After the Zone... in Newport by Howie Finn
26 AutoX #4 Results

28 **PORSCHEFEST 2007**
Brilliance on Display



28

34 Tales from "One Lap of America"
36 News from PORSCHE

DEPARTMENTS

- 8** Anniversaries
- 12** Calendar
- 41** Marketplace
- 42** Board of Directors
and Committee Chairs
- 42** New Member Roster

COLUMNS

- 4** Out In The Passing Lane
- 5** Upshifting
- 6** Four Speeds & Drum Brakes
- 7** Flat Sixer
- 8** Minutes Of The Board
- 9** Check Your Mirrors
- 10** Tail Wagging

COVER



Cover Photo
Photo of one of our Canadian PCA friends on the track at the Mosport DE taken by Sideline Sports Photography. (Addition of sky effects by S.Weber and Adobe Photoshop.)

The NOR'EASTER (ISSN-0199-4425) is published monthly for an annual fee of \$15.00 by the Porsche Club of America, Northeast Region at PO Box 409, West Boxford, MA 01885. Periodicals postage paid at West Boxford, MA and at additional mailing offices.
Postmaster: Send address changes to:
The NOR'EASTER
PO Box 409
West Boxford, MA 01885
All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full

credit is given the NOR'EASTER and the author. No material may be reproduced if the NOR'EASTER was given the right to publish another publications material. They reserve all rights to that material.
Editor Dave Weber
Graphic Designer Susana Weber
Copy Editor John Koenig
Advertising Mgr. Robert N Cohen
Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%), six months (10%), and one year (15%). Copy should be supplied photo ready or

equivalent. All advertising inquiries and all advertising copy should be submitted to: Robert Cohen, 110 Harvard Road, Bolton, MA 01740., Phone 978-779-2226 (eves). All checks payable to NER/PCA
Advertising Rates
Full page - \$104/issue
Inside front & back cover, full pg. - \$144/issue
Back cover, 2/3 pg. - \$114/issue
Half page - \$83/issue
One third page - \$68/issue
Quarter page - \$52/issue
Business card - \$37/issue

www.porschenet.com



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

Out In The Passing Lane

Dave Weber



Why is it that when you have the least amount of time to deal with problems, that's when you're confronted with the most with which to deal? A month ago I needed to travel on business the two days prior to our trip to Canada to participate in NER's driver education event at Mosport. The trip to Mosport is not my favorite as it takes something close to eleven hours of driving just to get to the track. My airline flight home from Georgia was supposed to get me home by 11:30 pm the night before; not great but manageable if I could get the truck and trailer ready to go prior to my business trip. And, I'd still be able to get six or seven hours of sleep before our Thursday morning departure.

Unfortunately that plan fell apart almost immediately. We had a check engine light on the truck come on a couple of weeks earlier on our trip to Watkins Glen. The light had eventually gone out, but I thought I'd better have the truck checked prior to another long trip. My local Ford dealership, however, couldn't get the truck in for service

Unfortunately, on the 140 mile drive on boring Route 401 we encounter a massive traffic jam caused by a camper and trailer on fire.

until the Monday prior to our departure, and then they didn't finish the work that day. So that left me with no ability to get the truck and trailer ready before my business trip. Plus I had to make arrangements for a work associate to transport Susana to the dealership to pick up the truck while I was traveling. Of course, when the dealership finally did work on the truck they didn't find anything wrong.

My planned six or seven hours of sleep was now going to be compressed a bit to allow time to hook up the trailer and load the race cars in an hour or so prior to our departure. Thursday morning was now starting to look a bit rushed.

My flight to Georgia was painless and on schedule, and my meetings were progressing satisfactorily until I received a call from Susana advising that her computer was in an endless loop attempting to restart. Nothing she tried made any difference, and needless to say she wasn't happy. Of course, I'm in Georgia and can't do anything about it either, and both of us were worried that

she couldn't get at files she needed to work on to complete her portion of the next *Nor'easter*, along with designing and printing out the PorscheFest trophies — both of which had deadlines fast approaching. I immediately concluded that the automatic updates that were sent out by Microsoft the night before must have screwed up her computer.

A couple of hours later I'm at the Jacksonville, FL airport where I learn that my 7:00 pm flight is now rescheduled for 11:00 pm if it goes at all. I whine a bit and they rebook me on a flight to Atlanta, and another flight out of Atlanta to Boston if I clear standby. Fortunately I make both flights; unfortunately that translates into my getting back to Boston and in bed at 1:30 am. Three wonderful hours of sleep later I'm up prepping for the drive to Mosport.

We depart a couple of hours later, connecting with Don Moberg and the Noonans for the long drive north. I'm dead tired before we even start, and pray that we don't have any problems on the road. Fortunately we make very good time all the way into Canada with a delay of only thirty minutes or so clearing customs. Unfortunately, on the one hundred and forty mile drive on boring Route 401 we encounter a massive traffic jam caused by a camper and trailer going up in flames.

While that mess is cleared up we lose another hour, and once we're moving we're now driving straight into a blinding setting sun. By the time we make it to the track I'm spent.

Dinner that night and a normal night's sleep has me feeling better for the first of three days on one of my favorite tracks. After three enjoyable run sessions the clouds start to darken so I move my car to put it back in the trailer and discover a pool of power steering fluid under the car. A little research prior to the heavy rainstorm yields no clues as to the source of the leak. I resign myself to playing the role of a spectator for the next couple of days. The next day I spend a couple of hours under the car removing panels trying to locate the leak, to no avail. I drive Susana's car for a session, but my head isn't into driving anymore.

The Noonans' car shortly develops a problem, and Don decides he'd like to head home earlier to watch the foundation for his new home being dug. We depart on Sunday morning headed back

continued on page 40

Upshifting

Bruce Hauben



You may remember several articles in the last issue about the fantastic DE event we had at Mosport in Bowmanville, CA this past August. Gees, it's only 4 weeks ago as I write this and already it seems ages ago. In the interim Joyce and I made a grand circle route of roughly 3,000 mi with the new truck and trailer. The annual 4 day Road America Club Race and accompanying DE for Joyce over the Labor Day period is a no brainer for us and something that is a permanent fixture on our calendar. Yes, it's an 1100 mile trip, but 4 days on what is arguably the best track in North America is well worth the drive.

Anyway, we'd been looking for some late in the season DE events to give Joyce some additional seat time and were able to get into a 3 day PCA DE at VIR the weekend following Road America. We'd not driven VIR in several years and wanted to get back to a track with a lot of quirks, and fun corners that we like very much. Well, a quick look at a map, yes, you don't need MapQuest or Google Maps or a GPS to readily see the advan-

A few not to be missed NER events are upcoming, a great way to cap off a fantastic year of tours, DEs, autocrosses, and tech sessions.

tages of using the hypotenuse from Road America to VIR, rather than the 2 legs of the triangle to come home for 2 days, dog tired from the drive from WI, and then set out again for VIR.

Upon closer scrutiny you'll see that the Road America to VIR hypotenuse is 50% of the 2 legs from Road America to home to VIR, another no brainer....if you're retired or have a few extra vacation days to use up before the end of the year. And to cap off our driving season, we have 1 more circle route coming up the first week of October. In lieu of the Daytona and/or Carolina Club Race to cap the season I decided to stay closer to home this year (the fact that some very good racer buddies are also passing on those events may have had something to do with my choices) and return to the Summit Point Club Race which I haven't done in 6 or 7 years, so that will be a "new" experience that I'm looking forward to.

So again, looking for a DE to cap Joyce's season, we found a PCA DE at The Glen on the Monday/Tuesday prior to the Summit Point Race, with Wednesday in between to get down there for the

Thursday Test & Tune. So once again, we have the benefits of a very short hypotenuse from Watkins Glen to Summit Point...just seems to make sense, doesn't it?

A few not to be missed NER events are upcoming, a great way to cap off a fantastic year of Tours, DEs, Autocross, Tech Sessions and more. October 6 will be final Autocross of the year at Devens and it will decide several of the class winners for the season. Even if you're not in the running for a trophy, it's a great way to spend a fall Saturday, with other Porschephiles and driving your Porsche to the hilt. Unfortunately that is the same weekend as the Zone 1 Autocross in Romulus, NY, so if you're visiting the in-laws in upstate NY, you've got a reason to leave their house for the day, or weekend.

The following Saturday, Oct. 13 is a great opportunity to tour southeastern MA and RI with our Coastal Wine Tour which will originate in Westport, MA. Kim Saal and Win Perry have put together a fun driving route, allowing us to stop

at several wineries for their tours and/or tastings. Part of the route will be "self-directed" allowing you to proceed at your own pace while the rest will be as a group; you'll get the best of both. For those of you who haven't ventured on our 2 night Spring Rambles, this will

give you a little taste of what it is like. By the way, our '08 Spring Ramble will be to The Balsams in Dixville Notch, NH on May 2, 3, 4, 2008. Put it in your calendars now and remember to sign up early, it will sell out fast. Joyce and I are currently working on both that Ramble as well as the 2009 Ramble, these very desirable resorts sell out long, long before hand.

On Saturday, November 17 our final Tech Session of the year will be hosted by Rick Hetherington and Autobahn Performance in Peabody, MA. These are always interesting and draw a large crowd of both track junkies and those who simply like to know all there is to know about their Porsches. Get your maintenance and modifications' questions answered and compare notes with your fellow NER friends.

And finally, December 1 is our Annual Dinner, this year to be held at the Andover Country Club. You'll find details and a reservation form elsewhere in this issue. Don't miss it.

But I digress, as I intended to tell you about

continued on page 37

Four Speeds & Drum Brakes

Tom Tate



Sometimes I stumble across the strangest things looking in garages for old Porsches. There is a fellow down the road from me with a pretty good-sized barn alongside his house that has always looked interesting. The weeds had grown in front of the two doors indicating that whatever lives there hasn't seen daylight in years. A few years ago I stopped by to see if the owner wanted to rent out part of the space for winter storage.

He showed me into the garage so that I could see that there was no room to spare. The space was occupied by what looked like a huge trash pile. I could see grocery bags of empty soda cans, and plies of newspapers just waiting for a Boy Scout drive. The trouble is that the scouts quit doing that back in the '80s.

There were at least a dozen leaf rakes stacked up against one wall. Not a whole one in the bunch. There were three old lawnmowers in a pile, a few worn out sawhorses and lots of lumber in what could only be called a recycle corner. Why do

old pine boards became visible and the chrome laden sides of the old Caddy emerged. The thing was huge. I couldn't pace it off because of the piles that still held it captive but it looked to be 25 feet long anyway. It sat on four flat tires and looked like a low rider from LA. The owner said that a local chap had expressed an interest and that maybe it would rise from the dead someday.

Two winters came and went and the weeds were just as thick in front of the barn doors. A visit in the spring of this year found the Caddy fully uncovered but still hunkered down on the floor. Summer arrived but the doors remained closed. A week after the Endicott Estate Car Show I stopped by to tell the owner about all the restored Cadillacs that I had seen on display. The earlier prospect had decided that his garage wasn't large enough for the big Fleetwood and the owner said that if I knew anyone that wanted it to send them by for a look.

I sent an e-mail out to local 356 Registry members figuring that they may know someone who is into Caddys the way we are into old Porsches. I also went on the 'net and tracked down the top three finishers that had '50s Cadillacs at the Dedham show. Two had an interest in adding to their collection and to them a Fleetwood seemed like a real

prize. I described the car as best I could and sent a few photos along to what seemed to be the more eager of the two. He wanted to drive down for a look and agreed that \$2500 seemed fair. I had picked that figure out of the air. The owner said the he'd be happy with anything over \$400 but I figured that the old Caddy should bring more money. I know that restored cars of that type are worth in the high 20s but I figured that the restoration would easily run \$25k. The chrome plating on the bumpers alone would probably cost more than a paint job on a 356. Besides, the prospect was quick to agree that it was a fair figure. I passed along the contact information and stepped out of the picture. These guys were on their own to work out the details.

Two days later I got an e-mail from a fellow in Dallas, Texas who was related to a New England 356 owner, had gotten the message, and was looking for a Fleetwood. I had to tell him that I believed it was sold but that I'd check and get back

continued on page 38

I was told that under the largest pile was a 1953 Cadillac, that the owner had brought brand new. He explained that it was driven daily until 1973.

we think that a strip of wood with termite holes in it ripped off the back of a house will be used again? An old dresser with two drawers missing and all the knobs gone provided a surface for a collection of empty oil cans and a yellow plastic antifreeze bottle.

I was told that under the largest pile was a 1953 Cadillac that the owner had bought brand new. He explained that it was driven daily until 1973. The two tailpipes that went through the bumpers had failed and replacements couldn't be located. Because of that the car wouldn't pass Mass. inspection so it was parked with 73k on the clock. He was always going to get a set of those tailpipes and put it back on the road but just never got around to it. It looked to be as big as a boxcar and was very black. My knowledge of GM products is pretty limited and I really don't have any plans to expand it so I just let that information roll by. I did volunteer to make a regular stop on Saturdays during my dump run to help make some space. Over a period of a few months the

Flat Sixer

John Bergen



Another month, another column; this month I have two autocrosses and one Driver Education event to write about. But first let's start with a little side note about how deep I have slid into the world of Driver Education.

After driving my Porsche eight hours each way to Mont-Tremblant and six hours to Watkins Glen, I convinced myself and then my wife that a trailer might be a practical purchase. My thought process was that if something happened to the car, how would I get home and, more importantly, how would I get the car home? Plus, once I upgrade my street tires for something more aggressive (i.e. expensive) do I really want to drive to the track with the aggressive tires?

You all see where this is going. Yes, I could opt to put a trailer hitch on my car and tow a small trailer for the aggressive tires and wheels. The thing is, I don't really want to make any major changes to my car. I have also convinced myself that my 1993 Signal Green Targa is a rare car that should be kept as close to stock as possible.

My thought process was that if something happened to the car, how would I get home and, more importantly, how would I get the car home?

Therefore I won't be adding a hitch, or doing any other modifications to it other than new wheels and tires for the track and autocrossing. This meant that a car trailer was an excellent solution.

Luckily for me, while I was attending Watkins Glen I noticed advertisements for a pickup and a trailer. Even luckier: both were being offered up for sale by the same person who just happened to be my driving instructor — Bruce Hauben. Cutting to the chase, I told Bruce that I was very interested in purchasing both from him, and now I am the proud owner of a tow vehicle and a trailer. I put the truck and trailer into use at NHIS and my second autocross event.

But let's begin with the third NER autocross of the season. This event was being sponsored by Steve Uliss and his restaurant, Firefly's. Each participant received a \$10 coupon off his or her next visit to Steve's restaurant. This coupon alone made the day worthwhile. As with the last event, Class 10 was lightly attended. There were just two drivers this time — Christine Skaubitis driving a

964 RSA, and me.

The track was an interesting set-up with some good spots for acceleration. There was some confusion with a few of the slaloms on the course and whether or not they had optional entrances. Originally it was stated that they were all optional, then it was changed to only one being optional, and then finally it went back to all optional. Needless to say it still proved to be a great course and everyone in the end seemed to enjoy the day. I was fortunate enough to edge out Christine and end up with first place in Class 10.

The next event was Driver Education at NHIS. This was my second time visiting the NH track and I opted to drive up in the morning. To prepare I loaded my car onto the trailer the night before and had most things packed so I could be on the road quickly. Four o'clock in the morning came up fast and my wife, who insisted on seeing me off, ended up needing a nap later on that day.

The ride to NHIS was uneventful and I sailed through the registration point at the track. One thing that helped make the drive up easy was the use of FastLane. I had been forewarned that negotiating tollbooths with a trailer was tricky and use of a FastLane/EasyPass was highly recommended. I then proceeded out onto the infield and picked an easy spot to park my trailer. With the car already prepped for technical inspection all I had to do was unload it and get in line.

After technical inspection I set out to find my instructor George Bixby, who, according to the paperwork I had received, would be driving a black BMW M3 #931. I strolled around the paddock for a while looking for all the BMWs and I was unable to find a black M3. By this time the drivers meeting was being called for and I had to call off my search and listen in. While waiting for the meeting to begin I asked a few people if they had seen George yet, and they had, so now it was just a matter of finding him after the meeting. Unfortunately the novice meeting began right after the drivers meeting and today's meeting was a must-see since there was a visiting professional driver, Dennis Macchio from the Bertil Roos Racing School, giving us novices some words of advice.

Dennis had a ton of useful things to share with us and it was an enjoyable meeting. He was also

continued on page 38

Minutes Of The Board

September 11, 2007- Michelle Wang, Secretary



The September meeting of the board was held at the Bergen residence. In attendance were Bob Cohen, Matthew Wallis, Win Perry, Bruce Hauben, Matthew Wallis, Joyce Brinton, Jim Selders and our hosts, John and Dot Bergen. Absent were Ron Mann, Dave Weber, Steve Boris and Steve Ross.

Bruce called the meeting to order at 7:31 pm and requested that the assembled board reflect on the meaning of September 11th and its impact on our world that we live in now.

Ron submitted his report electronically and its contents were reviewed at the meeting. The DE committee has wrapped up its season with a great day at NHIS. They have started planning for next year. It was also reported that the recent autocross was well attended, despite the weather and the conflict with PorscheFest. Steve Ross also communicated that we have been given dates for next year at Devens and he will share the dates with the DE committee to assure no conflicts.

The September 8th PorscheFest event was recapped in both Ron's and Win's reports. All were pleased with the number of participants, including the large turnout by the 928 "Shark Club." Mark DaVia of One Lap of America fame was the guest speaker, and well-received by all reports. The board agreed upon the donation amount to be made to the MOT for the use of their facility.

Win continued his run though of planning for upcoming meetings.

October 13th will be the Wine Tour; a route has been planned out and will be mapped for all participants. November will bring us to Autobahn for a tech session and we wrap up the year with the Annual Meeting in December. Win is also planning for January and February 2008 to assist the incoming Admin VP.

Bob Cohen presented the Treasurer's report, with a comment that he felt that the club would have a break-even year in 2007. The DE refund policy was discussed and needs to be reviewed with the track committee. Bruce has agreed to bring this up to the DE team. The Treasurer's report was accepted as submitted.

The monthly Membership report from John noted that we have 1397 primary members and 1020 affiliate members, which indicates not much of a change from last month. The new member list was distributed for intro calls by the board. John then had a question for Jim Selders (as IT liaison to National), which was addressed.

In presidential matters, Bruce has already sent a note seeking missing trophies. We will need to collect and discuss upcoming yearly awards; this will be added to the October meeting agenda. Bruce announced that the Zone 1 concours and rally would be held in Corning, NY on May 16-18, 2008. Bruce also noted that the Zone is looking for a concours chair.

Dave Weber distributed *NOR'EASTER* deadlines and content electronically to the Board. Michelle reviewed the dates for everyone assembled and John confessed aloud to not having submitted his column prior to this meeting. He's back on the procrastination wagon!

Matthew reviewed website statistics with the board, then discussed that the website has been hacked multiple times in the past few weeks. Matthew has been busy restoring backups, fixing the issues, and looking into why this is happening. Protection has been ramped up and access to the site has been restricted. He noted that registered users of porschenet.com should change passwords, as encryption has been improved. He may restrict access over the weekends, as that is typically when the problems occur.

The Nominating Committee has produced a slate of candidates that will be published in the next edition of the newsletter. A new standing item on the agenda is planning for the 50th anniversary in 2009. Michelle has agreed to chair the planning team and is pulling together the various

continued on page 42

Happy PCA Anniversary

Twenty Years

Edward Russell

Ten Years

Frank Aldrich
George Cha
Rick Gilbert
Jeffrey Lasker
Samuel Yin
Penn Young

Five Years

Joseph Carbonneau
David Dudley
Jonathan Juhase
Joseph Kraskouskas
Beverly Lieberman
Thomas Lynch
Joseph Maguire
David O'Brien
Peter Pritsker
Bob Reil
Russell Stephens
Gerald Verway

Check Your Mirrors

Win Perry



Quite unlike the previous month, my calendar for August was completely empty of events at which I could drive the Boxster. Aside from a few errands and trips to the supermarket, it was rather a Porsche-free zone, which was not to say that nothing happened. August is still High Summer in New England, and I'm a firm believer that summer is a good thing. This year, we decided that spending an entire week at our Cape Cod summer home in Brewster was overdue. Week-ending it is fine, but you don't really get into the summer rhythm of the cape in just two days. My wife suggested (actually demanded is probably the more accurate word) that we take the very last week of August off, which would run into the Labor Day weekend. Thus, we ended up with nine consecutive days on the cape. Fortunately, the weather gods smiled on us; every day but one was glorious.

My activities on Cape Cod usually focus away from motorsports. Swimming, biking, kayaking and taking long walks along the beach help

My other student had an unexpected treat. Steve was driving a brand new, bright green 997 GT3 RS.

burn off (most) of the calories consumed from wolfing down seafood followed by lots of ice cream. In addition, by late August, not only is the water in the many ponds and in Cape Cod Bay pretty warm, but even the Atlantic Ocean off the National Seashore is at least no longer frigid. This means it's time to boogie board, an almost skill-less sport, which offers cheap thrills without burning any gasoline (except you have to drive to the beach!). Coast Guard Beach in Eastham faces directly out to the Atlantic and, I guess, France. There are pretty reliable breakers, and at low tide, the curvature of the beach floor lets the waves break 50 to 100 meters offshore and race onto the beach. Afternoon low tides bring out lots of boogie boarders plus the more serious surfing community on their stand-up boards. (I tried this; it's too much work for too short a ride. Cape Cod ain't Hawaii.) Propped up on your forearms, you kick out through a couple of incoming waves until you reach a spot where the surf is just breaking. If you catch it right, the breaking face of the wave

will pick you up and hurtle you forward almost to the edge of the beach. Although it's only a small slab of foam, the extra flotation provided by the boogie board doubles the length of your ride compared to body surfing, and seems to provide a feeling of great speed. As the tide starts to come in, the beach floor curvature gets steeper, the rides get shorter, and at the end you're dumped vertically onto the pebbly beach. These landings are also thrilling, but not too comfortable. However, assuming you started close to low tide, by this time all your extremities are numbing up anyhow. Warm is a relative term, and warm water in the Atlantic means about 62°F. A big steaming bowl of lobster bisque sounds mighty good and goes down awfully easy.

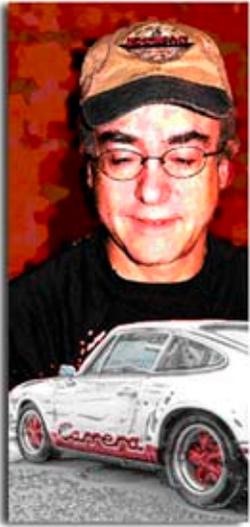
Early September brought NER's long postponed novice day DE at New Hampshire International Speedway. There was a strong enrollment in the Green and Yellow run groups, and while (unlike my stay on the cape) I couldn't call the weather on the day of the event glorious, a DE day without precipitation or extreme temperatures is just fine, thank you. I hadn't driven the track at NHIS much this year, just a couple of days with North Country Region in May, so I was happy to be back. I must be getting lazy though; instead of leaving from home at 5:30 am, I drove up the night before, stayed at the nearby Red Roof Inn, and headed to the track at the much more civilized hour of 6:50 am. Because of that strong enrollment in the Green and Yellow groups, a number of instructors agreed to take two students. One of my students was Dave, a friend of my son Luke, from Rochester. I had met him before at Watkins Glen and Lime Rock. Dave has a Nissan 350Z which is caged and has an improved suspension. Previously it had a twin-turbo motor making huge horsepower, but Dave came to realize that the huge horsepower was actually impeding his progress as a driver. So he had reverted to a stock motor (which is still 300 hp). A smart move in my opinion. Dave is an experienced driver, and was actually misplaced in the Green run group. Despite the inevitable slower driving and trains in Green, he was cheerful about learning the line at NHIS. At the end of the day, it was a no-brainer to sign him off to Yellow.

My other student had an unexpected treat. Steve was driving a brand new, bright green 997

continued on page 37

Tail Wagging

Ron Mann



Next week, Sugar Hill. I've been anticipating this moment for quite a while. Unfortunately, up to now genetics and amusement parks have conspired to postpone this day from coming. It all started with a Christmas present some seven years ago.

According to the gift wrapping, the present in question, a VHS tape (remember those?) appropriately entitled *Formula One, 2000 Season in Review* had been intended for yours truly. As it turned out, young Ian, not yet three years old at the time, had other plans. Although new to parenting, I was aware the children tend to fixate on certain videos. However, where most of his peers were enthralled with *Shrek* or *Toy Story*, Ian simply couldn't get enough of the Schumacher/Haakinen battle for the turn of the century championship. In short order, this tape and *Murray Walker's Greatest Moments in Formula One* were in constant rotation, one after the other, day upon day, week upon week, month upon month.

Now, I'm not one to pin all my own hopes on

have started my public driving career behind the wheel of a machine of such potency, rather than the now long dead MGs and Austin Healeys of my youth, I would not be here today. For instead of hitting that ancient oak at thirty, I'd have likely done at at least double that speed.

Although post-toddler Ian continued to display an extraordinary interest in Formula One (he can to this day still tell you the names of anyone who ever drove for the now defunct Jordan or Minardi) the still young soon to be anointed team boss of Dazed and Confused Racing did enjoy other more mainstream forms of entertainment. Undoubtedly, my son will deny the assertion that along with his passion for F1, he harbored extraordinary affection for Thomas the Tank Engine. I anticipate this denial for some six years after his obsession with absorbing all things related to talking trains has ceased; he now recoils in horror, fists clenched, arms flailing, if even a passing wisp of cartoonish boiler smoke is seen on the television. Some of this reaction is undoubtedly due to his

belief that he is far too mature for such childish tales now. But, I know, for I was present when the transformation occurred, that it is but a part of the reason he gets so animated at the slightest mention of the talking trains.

Late in the summer of 2001, we had decided to spend a weekend away

from home, thinking that Ian might enjoy a visit to an amusement park. Story Land was chosen as the ultimate destination principally for two reasons. First, it was so incredibly benign. No giant land based vomit comets, no coasters from hell, nothing too intimidating. This was critical as we had already surmised that, although he was very outgoing and adventurous when in comfortable circumstance, Ian was extremely cautious in unfamiliar surroundings. Secondly, the principal attraction of Story Land at that time was a working version of none other than Thomas the Tank Engine.

The drive up filled with anticipation, Ian could hardly wait to run through the turnstiles, get a ticket and hop aboard for destinations unknown. The train circled the periphery of the park, so very shortly after arriving we were all standing on the platform waiting for Thomas to make his entrance. The wait was not a long one, for we could hear the bell and see smoke rising just above the trees to our left. Entering the station, traveling at speed

The drive up filled with anticipation, Ian could hardly wait to run through the turnstiles, get a ticket and hop on for destinations unknown.

that of my progeny; I'm far too selfish a bastard for that. I'll do my own racing, thank you very much, but I have to confess that I was pleased that my only child shared my passion for motorsport. While I maintained no illusions that he would be the next Schumacher, nevertheless I did resolve to get him into a kart at the earliest possible opportunity. This desire was not born out of a doting parent's transference, rather, being an only child, it stemmed from the notion that he shared far too many of his father's interests and personality traits. Having in my teens years severely wrecked several sports cars, largely due to over exuberance and a paucity of true driver education, I recognized that while I could do little to stem his enthusiasm, I might just be able to arm him with enough skill prior to receiving a driver's license to prevent him from killing himself. Certainly, were I celebrating my 17th year today, I'd have found a way to be driving something akin to a decade old Boxster, M3 or WRX. It is a certainty that had I been unfortunate enough to

well below 10 mph, Thomas' engineer applied the brakes. It was then when my boy's magic world came crashing down for he was completely unprepared for the horrific squeal of metal on metal braking. It truly was deafening. Worse, the scraping and screaming lasted a good twenty seconds. By that time the boy had ducked behind his mother and steadfastly refused to have anything to do with what he must have now perceived as the his turncoat tormentor. No amount of pleading or reassurance could persuade him to reconsider. There was no way he was going to risk his life and limb aboard anything capable of making that much of a racket. It didn't end there either. For any number of years afterward, he refused to ride in my Ferrari or my 911. He had been spooked. And interestingly, as it turns out, the second video tape was at least as responsible as dear old Thomas.

A few years later when he was old enough, I began my attempts to persuade Ian to try driving a kart, but to no avail. He wouldn't even go for ride with me at the local fun track in one of the two-seater carts while we on vacation together in Watkins Glen. What I only recently found out is that, along with the diminutive tank engine, it was a few seconds of video

that had undone all my grand plans. For as it turns out, young Ian also shared my admiration for the late Ayrton Senna. Only recently he told me why up to now he refused to even sit in a racing kart. Though utterly silent about it at the time, the video of Senna's accident had frightened him and in his young mind he had no intention of experiencing a similar fate. But luckily, unlike for most of us, this summer circumstances changed and, for the first time, my son has begun to become his own man. He had always claimed my fear of heights as his own, despite never actually experiencing any known trauma in that regard. But at our recent trip to Tremblant, he and Joan achieved something I could never have even attempted. They climbed straight up the side of the mountain, in the fog crawling hand over hand the last hundred meters with Ian pushing all the way to make the summit. He had miraculously had the extraordinary experience of being able to confront a pseudo-fear and completely vanquish it at the tender age of nine years.

With that achievement, something crystallized in him that day. At my next track event, where in Tremblant he had

continued on page 36

SCHROTH RACING

Everything to keep you safe
 Motul & Red Line Fluid • HANS Device • Suits, Shoes & Gloves
 Recaro & Cobra Seats • Bieffe, Arai & Bell Helmets
 Team Dynamics Wheels & Toyo Tires

HMS motorsport

NEW LOCATION!!
 Opens 9/1/07

www.hmsmotorsport.com
 9A Electronics Ave Danvers, MA 01923
 888-467-3269 • M-F 9am-7pm Sat 10-2

Calendar At A Glance

October

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

November

17 Tech Session @
Autobahn Performance

December

1 Annual Dinner

January - 2008

12 A Tour Of Paul Russell &
Company

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

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



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

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

Remember, to qualify for a year-end series trophy, you need to participate in at least four of the five events. Again this year 16 and 17 year old children of region members can participate in autocross events. To be eligible permission forms must be obtained and signed by the entrants parents. Forms can be found at the pca.org web site. We look forward to seeing you at this first event and if you have any question concerning the event feel free to contact Steve Ross at SLR944@AOL.COM.

Directions to Fort Devens

The event will be at Moore Airfield on Route 2A which is separate from the main Army base.
From 128: Take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn take a left turn onto Bishop Road (0.4 miles from right turn). Continue straight onto McPherson Rd. Watch for sign pointing to autocross entrance.
From 495: Take Route 2A West for 7 miles into Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn take a left turn onto Bishop Road (0.4 miles from right turn). Continue straight onto McPherson Rd. Watch for sign pointing to autocross entrance.



The engine cashes every check the body writes.

What can we say that isn't already obvious? A sleek arcing roofline and curving shoulders entice you into wanting more. Pressing the accelerator assures you it's not a tease. 245 horses or road-grabbing power propel you via the mid-mounted flat-six engine. It's engineered with character as individual as yours. The new Cayman. It's stirring things up.

Lease a Cayman for \$589 per month.*

Ira Porsche

1-866-225-5472
97 Andover Street, Route 114
Danvers, MA 01923



PORSCHE

New and Used Inventory

2007 Porsche 911 Carrera Coupe	2002 Porsche Boxster
Silver, Stk#X70015 \$77,660	Black, Stk#A70603B \$27,989
2007 Porsche 911 Targa 4S	2003 Porsche Cayenne S
White, Stk#X70034 \$104,780	Marine Blue, Stk#X60227A \$35,989
2006 Porsche Cayenne Turbo S	2004 Porsche Cayenne S
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
Basalt Black, Stk#X70088 \$135,515	Tiptronic, Black, Stk#XU0008 \$78,989

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

Fall Vineyard & Winery Tour & Lunch Along The Coastal Wine Trail Saturday, October 13th @10:30 AM - Starting From West-

We don't have to fly to Napa or Sonoma counties; we don't even have to drive to New York's finger lakes. Instead, polish up your Porsche and join NER's fall tour of vineyards and wineries along southeastern Massachusetts' Coastal Wine Trail. We will meet at the home of an NER member in Westport (directions are given below) at 10:30 am. Expect coffee and pastry to accompany your conversation while we allow a little time for everyone to arrive. Then it's off the highway and onto the byways for some autumn cruising and coastal scenery. Route maps will be provided.

We will follow back roads, which are both scenic and suited for Porsche driving as we wind through southeastern Massachusetts and Rhode Island. First stop will be Sakonnet Vineyards (www.sakonnetwine.com) in Little Compton, RI. Sakonnet features Chardonnay, Gewurztraminer, Pinot Noir, and a unique hybrid, Vidal Blanc. They also make authentic Ice Wine and Port. For those so inclined, there is a public tour of the winery starting at noon. Sakonnet also offers lunch at their tasty Coop Café after (or instead of) the tour and tasting.

Afterwards, we'll head north and east toward North Dartmouth and a drive by the Running Brook Vineyards (www.runningbrookwine.com). Interested members can stop and check their selection of Chardonnay, Merlot, Cabernet Franc, Pinot Noir, Pinot Gris and other wines. Then, continue south heading toward Buzzards Bay and Horseneck Beach and the Westport Rivers Vineyard and Winery (www.westportrivers.com) back in (no surprise) Westport. Well known for its excellent sparkling wines, this winery also features Riesling, Chardonnay, Pinot Noir, and an unusual Russian wine, Rkatsiteli. Westport Rivers offer one of their highly regarded public tours at 3:00 pm. As always, tasting can follow (or perhaps even precede) the tour.

For the truly dedicated *oenophile*, maps will be provided to the remaining two wineries on the Coastal Trail: Greenvale Vineyards (www.greenvale.com) in Portsmouth, RI and Newport Vineyards (www.newportvineyards.com) in Middletown, RI. For those with more eclectic tastes, we may just reveal the secret locations of some pretty special ice cream stands!

Mark your calendars and join the Fall Tour. Any questions? Contact Win Perry at: wperry@winbro.com or call 781-933-5300 x104 during business hours.

Directions To The Starting Point: 667 Horseneck Road, Westport, Massachusetts 02790

For any questions on the day of the event, call Win Perry's cell phone: 617-794-0224

From North & Boston: 1. Take I-93 S/Rte 3 South to the Braintree split. 2. Bear right continuing on I-93 S/Rte 128.

From West of Boston: 1. Take I-95 S (Rte 128 S). 2. Continue straight onto I-93 N (do not take I-95 S to Providence).

Everyone: 3. Take Exit 4 onto Rte 24 S toward Brockton/Fall River. 4. Continue on Rte 24 S, past I-495. 5. Exit 4 left lane onto I-195 E toward New Bedford. 6. Exit 10 onto Rte 88 S toward Horseneck Beach. 7. Left on Hixbridge Road to Dartmouth (4th traffic light) look for the Westport Rivers Winery; we'll be back later. 8. Straight through a 4-way Stop sign. 9. Right at Pine Hill Gas onto Horseneck Road. 10. Continue on Horseneck Road past the "Golden Robin." 11. Right into 2nd driveway past the "Golden Robin" through an opening in the stone wall (after mailbox #667 and just before mailbox #678). 12. Continue past tin barn to the house.



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

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

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

Heoffentlich, 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 Route 1 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.



AUTOBAHN PERFORMANCE, INC.





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'ourves

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

DEADLINE
NOVEMBER 23, 2007

LATE REGISTRATION
NOVEMBER 24, 2007
PRICE INCREASE

Name(s): _____

Address: _____

City / State / Zip: _____

Phone (evening): _____

E-mail address: _____

Total # of people _____ x \$55.00 per = \$ _____ TOTAL ENCLOSED (payable to NER/PCA)

Late Registration: After Nov. 23 price is \$65.00 per.

Make your check payable to NER/PCA

Mail to: Win Perry, 96 Burlington Street, Lexington, MA 02420

ENTREE CHOICE:

- Roast Prime Rib
- Chicken Avignon
- Fillet of Salmon



EUROTECH

ADVANCED AUTOMOTIVE

QUALITY PORSCHE SERVICE & REPAIR
SERVICING 356 TO 997, STREET OR TRACK

SPRING IS HERE!

WHAT BETTER TIME FOR FRESH FLUIDS AND A SAFETY INSPECTION.

PERFORMANCE ENHANCEMENTS

DRIVERS SCHOOL AND RACE PREPERATION



- LATEST FACTORY COMPUTERIZED DIAGNOSTICS
- DYNAPACK DYNO SERVICES
- CORNER BAL. FOUR WHEEL ALIGNMENT
- CUSTOM FABRICATION

EVERYTHING TO KEEP YOU IN FRONT OF THE PACK
AND WINNING!



EUROTECH ADVANCED AUTOMOTIVE
14 GRANT STREET
FRAMINGHAM, MA 01702
PH. 508.879.9911
FAX. 508.879.9119

WWW.EUROTECHRACECARS.COM

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.





www.ranrace.com

HOURS

Monday thru Friday 9 am - 5 pm
Most Saturdays 10 am - 4 pm

68 Cushing Street
Stoughton, Massachusetts

(781) 344-1029



YOUR PORSCHE SERVICE EXPERTS

Are you a daily driver requiring routine maintenance? Do you drive a highly modified racecar in need of an engine rebuild before the next race? Or could your garage queen use some TLC?

Randolph Racing offers you timely, courteous and professional service to help keep you on the road or get you back on the track.

We have more than 40 years combined experience on all Porsches - street and track prepared - and own the latest equipment to service even the newest models.

Please stop by and visit our 3,800 sq. ft. workspace at 68 Cushing Street in Stoughton. Ask us questions. See our current projects. Follow your own vehicle's progress. Or pay us a "virtual" visit at <http://www.ranrace.com>.

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.

Driver Education Season Recap

Copy By Steve Artick, Photos Courtesy of Sideline Sports Photography

Even though it's September and the sunshine is still warm and bright, fall must be on the way because we just concluded our 2007 Driver Education season with a well-attended event at New Hampshire International Speedway (NHIS) on September 6th.

Under the stewardship of Track Chair Laurie Jitts, the Northeast region (NER) once again can boast that we had a very safe and successful DE season.

As it has for many years, NER's DE season started with our extremely popular annual Ground School (*Thrill Rides 2007*) in late February at Joe Marko's HMS Motorsports in Peabody. *Thrill Rides 2007* attracted a near-record 40-plus attendees, many of them following through and participating in one or more DE events during the season. I think it's safe to say that a few of them have become bona fide "track rats!" Hopefully, the 2008 edition of *Thrill Rides* will attract another bumper crop of new DE participants.

For those of you who have thought about driving your Porsche on track but have not yet done so, our annual Ground School is a great event to learn what our DE program is all about. While it's a bit early to reserve a seat for *Thrill Rides 2008*, I suggest that you check *Nor'easter* editions published late this year for info on the date for this informative event.

The real 'meat' of our season, though, was the DE events and the thrill and enjoyment of participating in them. This season NER held events in the US and Canada, giving participants the opportunity to drive on world-class tracks such as Mosport, Calabogie, NHIS, Le Circuit Mont-Tremblant and Watkins Glen while also affording themselves the opportunity to visit some new destinations, many of which turned into family vacations. Our mid-July event at Mont-Tremblant was run during the 10-day Mont-Tremblant Blues Festival, which features internationally-known and local blues artists. This event seems to be on more and more people's 'must do' list each year.



Sweeping around Turn 1 at Mosport

Another high point of this year was our Watkins Glen event in late July. It was co-sponsored by Firefly's BBQ restaurants, owned by NER member Steve Uliss, and longtime NER sponsor European Performance Engineering, owned by Jerry Pellegrino. Steve and his crew brought a catering truck with all the fixin's to Watkins Glen and put on a not soon to be forgotten spread on the shores of Seneca Lake for the event attendees and their guests. If you did not attend this event and feast, be sure to visit one of the three Firefly's locations to see what you missed. Speaking of sponsors, in addition to Firefly's and EPE, our last event was sponsored by Ira Porsche. Special thanks go out to Dave Hazlett, Ira Porsche's GM, for being a longtime sponsor of our NHIS event. This year, Dave provided some great factory-issued posters that were gobbled up quickly by the NHIS drivers.

In addition to the fun and challenge, there are two major benefits that result from participating in NER's DE events. One is learning and applying high-performance driving skills on world-class tracks and road courses. The pure excitement of driving at speed in a controlled environment at the same venues that the pros drive on is an experience that few can equate to in other sports or activities. Can you imagine playing

a pickup baseball game at Fenway or playing tag-football at Gillette Stadium?

The other is the ability to apply many of these skills and techniques to everyday driving. It never fails to amaze me how often I apply these skills during my street driving and how much fun the cloverleaf's on Route 128 have become! The important aspect of all of this, however, is that *Education* is the keyword in Driver Education.

If you've never been to one of our DE events, it is both a learning experience and fun. They are not the intimidating, white-knuckle event you might imagine nor are they like the wheel-to-wheel competition you see on each Sunday's Nextel Cup race.

At NER's DE events, all drivers are assigned to a run group that most closely matches their skill level of high-performance driving. NER uses six different run groups, assuring that drivers are on the track at the same time with others with the same relative skill level and speed. Here's a quick summary of each run group:

continued on page 22



FIT TO RACE

Focus Fitness is an innovative Health Club dedicated to our members achieving their health and fitness goals. Our elite staff of trainers are accomplished leaders in the industry, who will train you safely and efficiently for your game.

We'll help you prepare your body as thoroughly as you prepare your car:

- *Build your endurance*
- *Develop your core strength and stability*
- *Increase your flexibility*
- *Get fit to race*

All PCA and BMWCCA members will receive a 10% discount on initial training package and FREE Bodymap assessment program designed to: identify structural weaknesses, improve posture, alignment and reduce injury.

*For more information,
please contact Peter Donohoe at:
617.951.2900 or via email:
info@focusfitnessboston.com.*



303 Congress St • Boston, Ma 02210
T 617.951.2900 • focusfitnessboston.com

- Green – Drivers relatively new to DE events; each driver is assigned an instructor
- Yellow – Drivers with some DE experience, but not ready to drive solo; an instructor is assigned to each driver
- Blue – Drivers begin to drive solo at DE events; seeking out additional instruction is strongly encouraged
- White – Solo drivers with an intermediate-level of skill and speed; further instruction to either fine-tune or develop new techniques is advised
- Black – Experienced DE participants have a high-level of high-performance driving skills
- Red – Limited to NER-certified instructors only

Advancement through the run groups is self-paced based on each driver's abilities and comfort level. Moving to the next higher run group is achieved by a driver successfully completing a checkout ride in which he/she is evaluated against a defined set of parameters that the NER Track Committee feels is appropriate for each run group.

Any NER-approved instructor can administer a checkout ride, but moving up to Blue, White and Black also requires a 2nd checkout ride (i.e. a 'second opinion') with the NER Chief Instructor or his/her designee. This 2nd opinion ensures that drivers are advanced only when there is a consensus agreement that the driver can adequately and, most importantly, safely drive in a higher run group.

To become an NER instructor, a very accomplished driver has to have satisfied a number of prerequisites to be eligible to enroll in NER's highly successful Instructor Development program. This program is managed by Paul Avery, and information on the program can be found at <http://www.porschenet.com/DEInst-DevProgram.html>.

During the 2007 DE season, a large number of NER DE participants advanced to a higher run group, including two drivers who were able to advance two run groups during the season. The drivers that successfully advanced this season are listed below. All of them made great progress in furthering their driving capabilities and each deserves to be recognized and given a hearty congratulation for a job well done!



Practice makes perfect - an American LeMans competitor joined us

Driver Name	Run Group Info	
	From	To
Dick Anderson	Yellow	Blue
Sarah Anderson	Yellow	Blue
Gerry Avitable	Yellow	Blue
Rodger Ballou	Yellow	Blue
Peter Bassett	Yellow	Blue
John Bergen	Green	Yellow
Fedele Cacia	Yellow	Blue
Henry Cowles	White	Black
Bill Davison	Green	Yellow
Joseph Ferrucci	Yellow	Blue
Thomas Greer	Green	Yellow
Steve Johnson	Yellow	Blue
Pete LaRocca	Yellow	Blue
Jim Martindale	Yellow	Blue
Jill Maserian	Green	Yellow
David Moffitt	Green	Yellow
Chris Outzen	Blue	White
Chris Outzen	White	Black
Dan Patrisso	Green	Yellow
Dan Patrisso	Yellow	Blue
Luke Perry	Green	Yellow
Jeff Talling	Green	Yellow
Deborah Williams	Green	Yellow
Richard Wilson	Green	Yellow



Warming up at Mosport



Instruction a key component at a DE event



Another student gets quality instruction at Mosport

As a final note, this year marks the end of my involvement on NER's Track Committee. I have served in many capacities while on the TC during the past eight or nine years, including the past two years as Chief Instructor. I have met lots of great people — some who have become close friends — and I have had a million laughs and a few headaches! Thank you to all of this year's Track Committee for being as dedicated to the program as they have repeatedly demonstrated. Lastly and most importantly, I want to especially thank the entire NER instructor corps, who continue to amaze me with their willingness to help out far and beyond what you should expect in a volunteer organization. NER is lucky to have such a great group of talented and hard-working instructors! Be sure to thank them at the end of each track day. They deserve it.

So, for those of you who have been thinking about driving in a DE event, please take that first step and learn more about our Driver Ed program by attending our annual indoor Ground School. As in past years, it will occur next February. Details on this event will be available very soon.

See you at the track...!

After The Zone... In Newport

Copy By Howie Finn

The last time the Zone 1 came to Newport, RI, I was introduced to the Pocono Region's annual Octoberfest, to which I have made a regular pilgrimage since. This summer, with the Zone Concours and Rally returning to Newport, I decided to combine both material loves of my life (I should define that!), Porsches and sailing, into one great weekend. As so often happens, events didn't work out as planned, but I think that, in the final analysis, things turned out better than I could have expected.

When I first read about the annual Zone 1 event coming to Fort Adams in Newport in the *Nor'easter*, I promptly filled out the registration for the concours and rally and popped it in the mailbox. It occurred to me however, that our family summer house, over the Newport bridge in Jamestown, was going through major renovations and without modern conveniences (plumbing); I wouldn't have a place to stay that was only 20 minutes away from the festivities.

Coincidentally, however, I've been a lifelong sailor, having been raised on the shores of Narragansett Bay. Looking forward to retirement (still too many years away), I've been researching and dreaming of sailboats capable of taking me to far away places in my golden years.

Having narrowed down my criteria for what I'd want in a boat, I began looking for an opportunity to charter something similar to my needs. Not wanting to fly to the Caribbean or some such exotic location, I narrowed my search to New England and came up with Bareboat Charters, owned and operated by Brian Blanks (a former Porsche owner) out of Newport. His yachts, conveniently, are moored right at Fort Adams where the Zone 1 activities were taking place.

Seeing an opportunity to double the fun factor for the weekend of the Zone's festivities, I contacted Brian through his website, Bareboatsailing.com, to inquire as to the availability of one of his boats during that weekend. The web site was full of information. From a complete inventory of the yachts to things to do in Newport, as well as suggested trips and timeframes from Newport to the various islands off the coast. Unfortunately, all the boats had been reserved for an annual race that was taking place on that date, but I was able to book one the following weekend, for 3 days. The web site advertises that all you need is food, drink, clothes, paper goods and top covers. Well, they weren't kidding!

I arrived with my First Mate in my 'Porsche tow vehicle' at the Fort Adams parking lot Friday afternoon, way over packed. Most of my inventory never left the truck. One of Brian's captains met us at the dock and took us out to the boat in the inflatable dingy (which came with a small outboard motor). An overview of what was on the boat, a 42-foot Beneteau, and how everything worked only took about 30 minutes. I gave "Captain Bill" a ride back to shore and with a handshake and well wishes for a good voyage we were left to spend Friday evening getting acquainted with our new home on the water.

The accommodations alone were more spacious than a room at the Goat Island Sheraton, with three private double berths, (bedrooms), two full baths ("heads" in nautical terms), a full galley with large fridge/freezer and ALL the accessories right down to a coffee pot, dish soap and sponges. There was documentation for all the electronics and everything was labeled or color-coded for future reference. I stayed up late playing with the dual GPS/radar system, plotting out a course for the next day.

Saturday morning we were up early after a great sleep on clean sheets. After breakfast, we cast off from our mooring and motored out for a slow cruise around Newport harbor then out to the middle of Narragansett Bay where we raised the main sail and jib, turned up the music and set sail for open waters and Cutty Hunk Island (off the tip of Cape Cod) on a beautiful sunny, breezy spring day.

We made it to Cutty Hunk late in the afternoon. The wind had picked up quite a bit so we rolled up the sails and fired up the engine to pull in to the harbor. The entrance to the cove is long and very narrow, leaving little room to deviate from the center of the channel without touching the bottom. Being that it was still early in the season the harbormaster had not yet put out the moorings. Wanting to tie up to something substantial, I pulled up the dinghy that we had been towing behind us, and grabbing a bow line I climbed in and attempted, unsuccessfully, to pull up one of the markers that are used to identify where the mooring chains are located during the winter months. After about 15 minutes of splashing about and getting thoroughly soaked, I gave up on that tactic and climbed back on board the *Ocean Breeze*. We proceeded to plan "B" whereby I motored out to the middle of the harbor where we dropped the anchor and let the wind push us back to set it nice and snug. With a storm picking up, we retired below decks to our warm, dry sanctuary to prepare dinner and kick back while the wind whistled in the rigging.

The morning arrived gray and wet. The storm had really brewed up overnight. I threw on my jacket and climbed up into the cockpit to see what things looked like. We had two neighbors pull in after we had arrived the previous day. One was a classic Hereschoff design cat boat and the other a sloop, slightly smaller than our 42-footer. The couple in the sloop were out on deck in their foul weather gear, looking down at the water. On closer inspection, I noticed that their boat was listing to starboard. It seems that during the night the wind had dragged their boat and anchor backwards, on to the sand near the rear of the cove. (They hadn't let out enough "rode" (anchor line) to lever the anchor into the bottom of the cove.).

The rain had let up but the wind was still howling. Our neighbors were not about to get their boat off the sand until either the tide turned or help arrived. So I headed back inside for some hot coffee to take the chill off. While eating breakfast we noticed out the porthole, that the Sea Tow rescue service

had arrived and pulled the sloop off the sand bar and was towing them over to the town docks, no doubt to write up a hefty bill for their assistance.

After the dishes were cleaned and stowed away we fired up the engine, hoisted the anchor and headed off up the channel and out into the bay. The waves were really pushing our boat around so we pulled the main sail out about half way (that's technically called "reefing" the sail, but as this sail rolls up inside the mast like a window shade I'll call it "pulling").

With the sail up, we killed the engine, rounded the tip of Cutty Hunk and set sail for Newport, about five hours away. Once in open waters the size of the waves increased to about 5-6 feet but they were following waves (coming toward us from behind), and the wind was rounding them off as they broke, making for an exciting roller coaster ride back to port.

As I negotiated our way along the coast, it seemed to me that my first mate was looking a bit grim. At the time I attributed her silence to the fact that I hadn't given her a chance to take the wheel and have some fun sliding up and down the wave faces, when in fact it was a bit of sea sickness setting in due to

huddling under the dodger to keep dry and out of the wind, but not being able to look out to the horizon, as you are constantly doing when you are at the tiller.

In any event, the wind brought us back into Newport harbor about an hour sooner than we estimated when we left Cutty Hunk. We dropped sails and motored in to the calm waters of the cove at Fort Adams by mid-afternoon. Finding our mooring by the long yellow floats attached to the pickups, we tied up and set about fixing a hot meal and picking up the few odds 'n' ends we had neglected to snug down before leaving that morning. We turned in early that night being nicely pooped out from the wind, salt air and challenge of the day's sail.

Monday morning we packed up the truck and called Brian to let him know we had returned his yacht and it was in 'ship shape' condition. We locked up the hatch, dropped off the key and set off for home in Massachusetts, swaying gently to the imaginary swells on route 95 as we headed north, into the wind.

WWW.CARPARTCONNECTION.COM

NEW

Buy quality domestic and import auto parts at low prices.

radiators



water pumps



struts



ignition wires



rotors



brake pads



spark plugs



oil filters



fuel filters



Acura, Audi, BMW, Cadillac, Dodge, Honda, Infiniti, Lexus, Mazda, Mercedes, Mini, Saab, Subaru, Porsche, Toyota, Volvo, VW, and much more are in stock and ready for immediate shipment.

PARTS@CARPARTCONNECTION.COM (978) 535-0636

Disclaimer: Parts sold and installed in shop are priced accordingly based on warranty and overhead costs.

Results Autocross #4, Sponsored By Ira Porsche

Class	Place	Driver	Car	FTD
1	1	Joe Kraetsch	924S	1:16.668
	2	Paul Tosi	924S	1:17.227
	3	Michael Tosi	924S	1:17.619
	4	Lisa Roche	944	1:19.002
	5	David Case	944	1:21.475
	6	Michael Moushon	944	1:27.735
4	1	David Benningson	944T	1:20.123
	2	Jack Saunders	944T	1:37.109
5	1	Don Wolcott	968	1:21.226
6	1	Francis O'Day	914-6	1:29.183
7	1	Chris Ryan	911SC	1:20.519
	2	Gerald Fitton	911SC	1:22.541
	3	Robert Canter	911SC	1:26.033
8	1	Jon Cowen	Boxster	1:16.405
	2	Fred Cowen	Boxster	1:18.650
8SS	1	Deborah Williams	Boxster	1:25.233
	2	Igor Prokopiw	Boxster	1:26.229
9	1	Greg Osche	Boxster S	1:17.084

Class	Place	Driver	Car	FTD
9SS	1	Cuan Coulter	Boxster S	1:21.716
	2	Carol Hottenrott	Boxster S	1:22.927
10	1	John Bergen	911 C2	1:27.583
11	1	Gary Krikorien	Carrera	1:34.872
11SS	1	Roger Warren	977 S	1:19.582
	2	Dick Deamine	996	1:20.544
	3	Brian Cooner		1:21.189
	4	Glenn Champagne	996	1:22.780
	5	Bill Davison		1:23.181
	6	Susan 456	997 C2S	1:49.194
12	1	Dave Grant	996 GT3	1:17.722
	2	Steve Lefebvre		1:18.053
14	1	C. Stromeyer	911 TT	1:14.182
	2	Mark Skala	914-6	1:16.359
	3	Chris Tuck	911 S	1:17.654
15	1	Ron Mann	911	1:18.102
	2	Philip Rudnick		1:22.669
16	1	Michael Condict	Evolution	1:14.259
	2	Lee Levitt	Audi A4	1:29.815

PORSCHE, BMW & MERCEDES SPECIALIST

ALL INSURANCE WORK



MIKE'S
A U T O B O D Y

MIKE NOONAN (781) 324-9831
251 BROADWAY, MALDEN FAX 324-1804

STUTTGART NORTHEAST, INC.



SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT stuttgartne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

Get your **Porsche** ready for **Summer** today!



Let the team at Autobahn, your best choice for quality Porsche service.

Get your ride ready with:

- Summer oil change and maintenance service
- Race track and Autocross preparation and tech
- Air condition conversions and system checks

KLASSE Summer Cleaning Special

Save **25%** on all KLASSE Products

Description / Size / SALE PRICE / Suggested List

ALL-IN-ONE 10oz **\$15.00**/ \$20.00

ALL-IN-ONE 16.9oz **\$21.00**/ \$28.00

ALL-IN-ONE 33.8oz **\$30.00**/ \$40.00

Glaze 16.9oz **\$15.75**/ \$21.00

VLR Cleaner / Protector 8.5 OZ **\$11.25**/ \$15.00

Bigblue Microfiber Waffle Weave (Drying) Towel **\$15.00**/ \$20.00

* Small Microfiber Hooked Weave Towel **\$1.88**/ \$2.50

Dragon Fiber Pad **\$5.25**/ \$7.00 Save 30%



Buy A "Clean Summer Package" for \$72.10 and Save An Additional \$5.16

That's A \$30.90 Savings Off Our Regular Price!!

Includes: 2 Dragon Padsmicrofiber Applicators

2 Small Towelhooked Weave Microfiber 1 Big Blue Waffle Weave Drying

Towel 1 16.9oz All In One 1 16.9oz High Gloss Sealant Glaze

1 8.5oz Vlr Vinyl, Leather, Rubber, And, Plastic Cleaner / Protectant (No Silicone)

Please call, email, or, fax your orders to our Parts Manager, Michael S Card.

*Plus \$6.00 shipping - to anywhere in the continental USA.

(#) MA residents add 5% sales tax

Parts

Contact Michael 978-535-0636
parts@autobahnperformance.com

Service

Contact Mike 978-536-2667
info@autobahnperformance.com

PorscheFest '07 - Brilliance On Display

Copy By Steve Ross, Photos By Dave Weber

Well this years' Concours d'Elegance event could be called an event of 90's; 90 plus entries, 90 plus degrees temperature and an accompanying 90 plus percent humidity. Yet in spite of the rather uncomfortable environment Porsches came out in force and from as far away as Maryland and Montreal. As in past years CVR member and 928 Club founder Dave Lloyd marshaled his fellow "German Corvettes" in another "Sharkfest reunion at PorscheFest, and this year many of them participated in the judged classes and helped with the Park and Wipe judging.

Past Concours chairman, Kim Saal, worked as hard as ever, at registration, briefing the various judges, and awarding the trophies. Tom Tate did his usual traffic patrolman impersonation by directing entrants to their designated parking areas, this year by model and in the case of the 911s, by year ranges. Dave Weber, our scorekeeper and official photographer, whisked through the 80 or so judged vehicles so that a timely award presentation could be accomplished, and one of his prior year photographs was the basis of Susana Weber's trophy picture.



Passed down from generation to generation

Susana also ran the ever popular Kiddy raffle, in which all the younger Porsche club members and guests won a fun toy. Finally George Markely organized the Full Concours judges in their tough job of picking a winner from all the immaculate



The Whooton's once again won "Best of Show" with their immaculate '86 930



Late model 911 winners: Charlie Dow, Dave Melchar & Scott Fish



On display during the day were early 356s and one very new Carrera GT

Full Concours			
Class	Place	Entrant	Year / Model
Early Air-Cooled	1	Don Plant	'75 914 2.0
	2	Tom Gaiter	'57 356
	3	Jim Logan	'70 911
Late Air-Cooled	1	Paul Whooton	'86 930
	2	Karl Magnussen	'85 911
	3	Tom DeMarche	'87 911
944 / Boxster	1	Brian Laramee	944
	2	Ken Holland	'90 944 S2
	3	Paul Soares	'03 Boxster
	4	Larry Lapore	'06 Boxster
Late Model 911	1	Scott Fish	'94 911 C4
	2	Charles Dow	'05 997
	3	Dave Melchar	'02 911 Carrera
	4	Mike Fettig	'07 997 Turbo
	5	Steve Shakin	'90 964 C4



The late air-cooled 911 display

Porsches vying for honors in the very competitive classes.

As always the crowd was large as many Porsche devotees, owners, club members and just interested car enthusiasts filled the parking areas with Porsches and other fine European vehicles. Many old friends from the club and other car related organizations were seen and chatted with. A number of inqui-

ries for membership were also fielded, including one from a member of the Brookline Police department.

Thanks go to our sponsors this year; Rob Cohen Real Estate, Shine Racing services and Tool and Equipment Services (who brought along one of their auto lifts with a new Cayman on it

continued on page 30

Class	Place	Entrant	Year / Model
Top Only	1	Bill Nerney	'93 RS America
	2	Ted Stamas	'07 Cayman
	3	A. Boganno	'04 911
	4	Lisa Cavanaugh	'71 930
	5	Tom Hefferen	'06 997 C2
	6	Tom Campbell	'01 996
	7	J. Chamberland	'94 928 GTS
	8	Rich Towle	'64 356C
	9	Joan Russo	'92 968
	10	Virginia Young`	'00 996
	11	Tom Tate	'58 356
	12	Anthony Curreri	'93 RS America
	13	David Affonso	'88 911 Carrera
	14	Roy Bertalotto	'87 911 Carrera
	15	Frank Innocencio	'79 930



The Top Only trophy winners



356s are star attraction at concours



PorscheFest sponsor TEC brought one of their lift solutions



Tool And Equipment Connection, INC
 63 George Leven Drive - North Attleboro, MA 02760
888-594-7800
info@teclifts.com

Offering equipment solutions to improve your garage environment.

- Service Lifts
- Storage Lifts
- Motorcycle Lifts
- Jacks and Stands
- Cabinetry
- Workbenches
- Lubrication Equipment
- Waste Oil Management
- Compressed Air Systems
- Exhaust Extractions









MAKING WORKSPACE WORK

Lifting Your Expectations Since 1984

www.teclifts.com



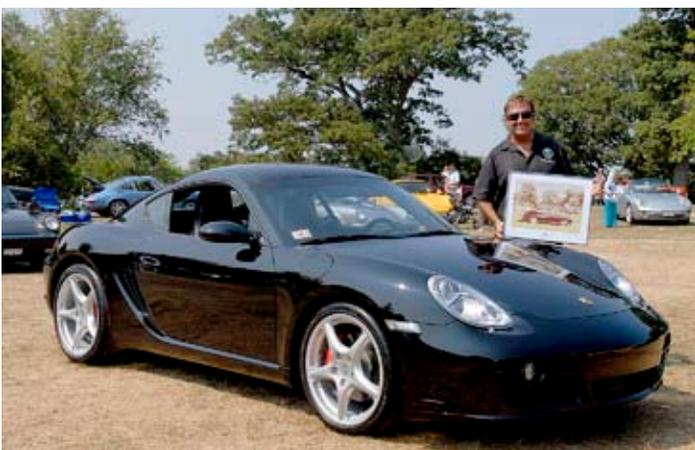
"Shark Attack!" - some thirty 928s once again participated



Kim Saal checks in an early arriving entrant - who...



promptly started polishing her already spotless Boxster



Ted Stamos with his gorgeous '07 Cayman

to demonstrate their product).

As for the results, some old faces fared well with the Whot-ten's 1986 gold 930 turbo taking best of show and late model air-cooled honors. Brian Laramee followed up his best of show victory last year with a first in class with his 1988 944 in the 944/Boxster class. Don Plant, this year with a 4-cylinder 1975 914, took top honors in the early air-cooled class. Rounding out the Full Concours winners was Scott Fish's second year win with his gorgeous red 1994 964. Another 1994 RS America belonging to Bill Nerney took the 15 car Top Only Class victory while Dick Yirikian in yet another 911 copped the Park and Wipe category.

After the awarding of trophies a number of folks adjourned to the museum to hear four times "One Lap of America" victor Mark DaVia recount his adventures on this epic drive, see the accompanying article by Win Perry for details.

continued on page 32



Don Plant preps his very low mileage 914



Brian Laramée & Ken Holland - winners in the Full 944 / Boxster Class



Jim Logan and his Shine Racing business were a sponsors for PorscheFest



Bill Nerney and friend prep his gorgeous red 911 RS America



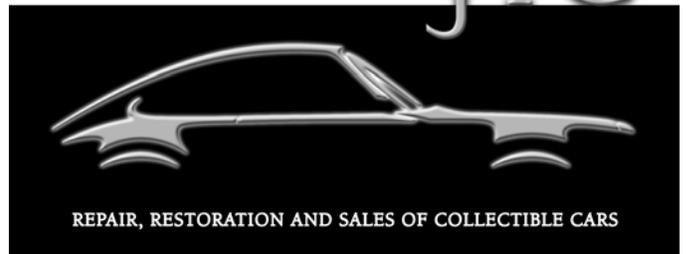
Participants came from as far away as Maryland, Montreal, and New Hampshire!

Class	Place	Entrant	Year / Model
Park & Wipe	1	Dick Yirikian	'98 911 C2S
	2	Linda Smith	'06 Boxster S
	3	Mike Foley	'87 930
	4	John Caruso	'95 911 Carrera
	5	Ray Williams	'07 Boxster
	6	Noah Pareth	'04 911
	7	McLaughlin	'71 911
	8	John Benjamin	911 C4
	9	A Dinatale	'99 Boxster
	10	Gregg Roberts	928GTS
	11	Rob Brown	'95 993
	12	Craig Hess	'64 356C
	13	Todd Feinsmith	'97 911 C2S
	14	Ron Magliano	'78 928
	15	Larry Day	'63 356
	16	Dave Howie	'88 911
	17	Norm Sczepanski	'86 911
	18	C Glaropouws	928 GT
	19	Tom Frisardi	'77 930
	20	Andy Evangelidis	928 S4
	21	Win Perry	Boxster
	22	Nick Saltzman	944
	23	Mark Scerra	'91 964 Targa
	24	Kevin Saltzman	911
	25	Gil Guerin	944 Turbo
	26	Herb Vannasse	'84 928
	27	Henry Vannasse	'90 928 GT

Joe Christiano

781.828.2296 • Canton, MA 02021

JTC



Tales From The “One Lap of America”

Copy By Win Perry

NER provided a special treat for attendees of PorscheFest 2007. After a gorgeous day on the lawn ogling all the concours cars, it was time to retreat to the cool and shade of the Larz Anderson carriage house, and listen to Mark DaVia and co-driver Drew Wikstrom entertain us with accounts of their unprecedented four consecutive victories in the uber-endurance event, the Cannonball One Lap of America.

The One Lap of America evolved from the infamous Cannonball Run of the early 1970s. This was basically an outlaw, coast-to-coast road race dreamed up by Brock Yates. When the heat from law and order types got too intense, the event morphed into its current form — legal, but still wholly crazy, eight-day enduro tour of all sorts of racetracks across America. Participants can expect to log between 3,500 and 5,000 miles over eight days driving between racetracks, and there can be anywhere from one to three tracks visited per day. If you're thinking of entering the One Lap, start getting used to sleep deprivation!

The rules seem pretty simple. You can drive just about anything you can register for the street (except motorcycles). However, you have to run the entire event on one set of street tires (some exceptions allowed for bona fide punctures and the like), and you must carry any spare parts in your vehicle or in a utility trailer towed by your vehicle. The twenty or so timed events include just about everything: the wet skid pad at The Tire Rack, dragstrips, quarter-mile ovals, and famous tracks like Infineon Raceway and the Mid-Ohio Sports Car Course. Each

event is a time trial with the total time for three consecutive laps or runs counting. On some tracks, there are runs in both directions. The winner is the car that has run every event and has the shortest cumulative time.

Porsches are popular cars with One Lap, but there were Corvettes, Vipers, Nobles, Subaru and Mitsubishi rally cars, trucks and a motor home. Unfortunately, this last was disqualified; some of the tracks wouldn't allow it to run — too big and heavy! Mark and Drew's car is a silver 2001 996 Twin Turbo, with some special modifications. For starters, the engine is tuned to about 630 crank horsepower and has no muffler. In addition, the suspension is pretty built up. Using standard Michelin Pilot Sport PS2 tires, Mark can generate 1.04 G on the skid pad. The 996TT's four-wheel drive is a huge advantage. There are plenty of competitors with more power than Mark, especially the Vipers but, given the requirement for street tires, they just can't put their power down that well. In addition, Mark has found that cars running more than 600 hp at the wheels are plenty fast, but tend to blow up before completing the eight days. An otherwise well prepared and highly tuned Noble literally melted its motor on the first day!

As co-driver, Drew has become a master of packing. This year, Mark stopped pulling a utility trailer to reduce drag, so a lot of kit has to fit into the car and be unpacked and repacked quickly at each track. This improved his over-the-road mileage from 18 mpg (with the trailer) to 25 mpg (without). Now we all know that gas has gotten more expensive, but the real gain is fewer stops for fuel. Each stop at a gas station is ten minutes less sleep that night. It apparently adds up.

Mark brought lots of slides and video clips showing the action on both famous and deservedly obscure tracks selected for each year's One Lap. These included Miller, Mid Ohio, the Autobahn Country Club, and a track called Hallett Raceway (in Jennings OK) which includes a 160 mph straight (on street tires!). In addition we saw footage of nameless dragstrips and even a dirt track oval.

After Mark and Drew were finished speaking, there was time for audience questions on car set-up, strategy, and how to prepare for something this big and long. Then it was back to our cars on the Larz Anderson lawn, and drives home in the still very summery evening heat. I expect a few revved up listeners gave the local constabulary something to watch.



Drew Wikstrom and Mark DaVia

Classic Car Storage New England

www.ClassicCarStorageNE.com

A Classic Car Storage Facility unlike any other in New England!



Video Camera System

Our state of the art Video Camera system can be accessed from our website by current clients.

- Safe and Secure 24 hours a day
- State of the art Video Camera System



Pricing

\$150.00 per month

6 month minimum

Credit cards welcome!

NO repairs are done on premise

For more info visit our

website at www.ClassicCarStorageNE.com

Classic Car Storage New England is a state of the art storage facility providing a pristine environment to ensure the safety of your car. We want to provide your car with a home away from home, with the luxury of checking on it any time with our video access cameras. Each client is provided with their own user name and password to log into the advanced video camera system. Classic Car Storage New England has installed radiant heating systems, dehumidifiers, rodent deterrent systems and much more.

Located near the owner's home, disguised by landscaping, the facility is monitored 24 hours a day. Please visit and explore our website at www.ClassicCarStorageNE.com, learn about the facility systems in depth and check out the photos. We currently house Corvettes, Jaguars, British MG's, Triumphs and are waiting for your car. Please contact David Robert with any questions you might have.

Come visit us at 324 Rhode Island Avenue in Woonsocket, RI 02895

Directions are on the website or call David Robert at 401-533-0632.

New Phone #



Porsche News

Copy & Photo Courtesy of Porsche Cars North America

New Porsche Cayenne GTS Debuts at the IAA in Frankfurt

ATLANTA, SEPTEMBER 7, 2007 - Porsche underlines the real sporty edge of its successful Cayenne series with the addition of a new model to be unveiled at the Frankfurt International Auto Show next week and going on sale in 2008: the Cayenne GTS boasts a specially developed chassis with permanent all-wheel drive, a V8 engine that offers a sizeable increase in horsepower and for the first time in North America will be available with a six-speed manual transmission.

With its lowered body, the new Cayenne GTS reveals a distinctive front and rear look combined with striking wheel-arch extensions that provide plenty of space for the standard 21-inch alloy rims with 295/35 R21 tires. Redesigned front and rear seats reflect the sportier personality of the new model. Two new paint finishes will be introduced with the Cayenne GTS: Nordic Gold Metallic and GTS Red.

In the United States and Canada the Cayenne GTS will come with Porsche Active Suspension Management (PASM), an electronically controlled damping system and complete with air suspension as standard.



The 2009 Cayenne GTS is scheduled to make its North American debut in March of 2008 at a U.S. price of \$69,300.

Statement of Ownership, Management & Circulation

Statement required by the act of August 24, 1912, as amended by the acts of March 3, 1933, July 2, 1946, and June 11, 1960 (74 Stat.208) showing the ownership, management and circulation of: THE NOR'EASTER, Publication No. 0199-4425, at W. Boxford, MA. Filing date for this notice is September 24, 2007.

Annual subscription price for this publication is currently \$15.00/year for twelve issues.

Complete mailing address of known office of publication: PO Box 409, 14 Parish Lane, W. Boxford, MA 01885-0409. Complete mailing address of the headquarters of the general business offices of the publisher: PO Box 409, 14 Parish Lane, W. Boxford, MA 01885-0409. Full name and complete mailing address of the Publisher and Editor: David L. Weber, PO Box 409, 14 Parish Lane, W. Boxford, MA 01885-0409. Owner of the publication: Northeast Region, Porsche Club of America, c/o Bruce Hauben, 5 Apple Ridge Ln., Littleton, MA 01460. Known bond holders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages, or other securities: None. The purpose, function, and non-profit status of this organization and the exempt status for federal income tax purposes has not changed during the preceding twelve months.

Average number of copies of each issue of this publication sold or distributed through the mails or otherwise during the twelve months preceding the date shown above on average was as follows: Total number of copies printed 867 paid or

requested mail subscriptions 674, free distribution 164, Total distribution 838. Copies not distributed 30. Percent paid or requested circulation 80%. Actual number of copies of single issue published nearest to filing date (September, 2007) equals 860; paid or requested mail subscriptions 617, free distribution 210, Total distribution 827. Copies not distributed 29. Percent paid or requested circulation 75%.

Statement of ownership printed in the October 2007 issue of this publication. I certify that all information furnished on this form is true and complete: David L. Weber, Editor and Publisher.

Tail Wagging - continued from page 11

refused to go out on the parade laps, he insisted we do the entire session of charity laps out on track together. Very shortly thereafter, on his own, he began to ask me if he could go karting. And so finally, next weekend, he'll get his chance for, after a bit of further investigation, we discovered Sugar Hill Speedway in Weare, NH. They have a pretty cool instructional program for getting kids started in racing complete with roll-caged karts. And if all goes well goes well afterward we intend to celebrate by following up on last months outing at Seekonk by heading over the Monadnock Speedway to catch the school bus races. I just hope that the techs over at Sugar Hill have checked that all the brake pads are properly seated. I wouldn't want to experience a relapse. Until next month, I bid you peace.

Mosport. That first night that we got up there, having driven the eight hours to get there and unloaded the car at the track, Joyce and I were too worn out to want to go out to dinner and just wanted to relax in the motel room. The fact that we wanted to watch the Red Sox on the tube may have had something to do with that. So I booted up the lap top and using the WiFi in the room, Googled (remember all those other search engines of the '90s, actually I can't remember all the ones I used to use – as soon as I found out about Google back in '99, they were founded in '98, it became my sole search engine) "Oshawa, ON pizza" and found www.pizzapizza.ca.

I was floored by their web site and urge any and all of you, whether you are a web designer, software engineer, or simply one who appreciates good design (me) to visit the site and really drill down. Move your cursor over the pictures of pizzas, salads etc. to find the ingredients. Go to the 'list of allergens' to learn that sulfites are in the green olives and garlic dipping sauce, and that 'fish' is not only a constituent of the anchovies but is also in the 4 different salad dressings. You'll find in the 'list of ingredients' that the 'original pepperoni' contains mechanically separated chicken, water, soy protein, 2 different sodiums and other things in addition to the main ingredient of pork. You'll also find that PizzaPizza is a public Canadian company with 531 locations in CA.

Before writing this piece, I figured I'd better cover all my bases, and see what the Dominoes Pizza web site looked like. Not ever having checked it out, for all I knew it would put the PizzaPizza site to shame. Well, go to www.dominoes.com and be prepared to be underwhelmed.

With such an impressive web site, I was drooling, just waiting to tell you all about my fantastic find in Canada. I'm very sorry to have to report that the PizzaPizza web site *far* outshines their pizza and we'll have to try another one the next time we're in a similar situation.

Washington Post Mensa Challenge '07 – add, subtract or change one letter and give it a new definition.

1. Intaxication: Euphoria at getting a tax refund, which lasts until you realize it was your money to start with.
2. Reintarnation: Coming back to life as a hillbilly.
3. Bozone (n.): The substance surrounding stupid people that stops bright ideas from penetrating. The Bozone layer, unfortunately, shows little sign of breaking down in the near future.
4. Cashtration (n.): The act of buying a house, which renders the subject financially impotent for an indefinite period of time.
5. Giraffiti: Vandalism spray-painted very, very high.
6. Sarchasm: The gulf between the author of sarcastic wit and the person who doesn't get it.
7. Inoculatte: To take coffee intravenously when you are running late.
8. Hipatitis: Terminal coolness.

9. Osteopornosis: A degenerate disease. (This one got extra credit.)
 10. Karmageddon: It is like, when everybody is sending off all these really bad vibes, right? And then, like, the Earth explodes and it's like, a serious bummer.
 11. Decafalon (n.): The grueling event of getting through the day consuming only things that are good for you.
 12. Glibido: All talk and no action.
 13. Dopeler Effect: The tendency of stupid ideas to seem smarter when they come at you rapidly.
 14. Arachnoleptic Fit (n.): The frantic dance performed just after you've accidentally walked through a spider web.
 15. Beelzebug (n.): Satan in the form of a mosquito, that gets into your bedroom at three in the morning and cannot be cast out.
 16. Caterpallor (n.): The color you turn after finding half a worm in the fruit you're eating.
- And the pick of the lot:
17. Ignoranus: A person who's both stupid and an asshole

Check Your Mirrors - continued from page 9

GT3 RS. Since he hadn't driven at NHIS before, he was happy to let me drive a couple of laps to show him the line. Even driving slowly, it was clear that this is some car. The controls are firm, even heavy, and amazingly precise. The car just digs in and goes where you point it. I suspect there may be plenty of challenge driving it at the limits, but this car is amazing. Steve told me to call him by his nickname, Scruffy, but I replied that no one with a GT3 can be entirely scruffy! I was very pleased to learn that he is attending all our autocrosses. There is no better to explore the limits of your car than at an autocross.

My little Boxster was back on its Pilot Sport Cups after my puncture at Watkins Glen. It drove well, and had to work hard since it was also being co-driven by my son. Speaking of working hard, this was my first experience with two students. By the end of the day, I was really beat, although quite happy. I'm still not sure how some of our instructors take two students and also drive during a two- or three-day event. Some stamina! For me, I was glad to only have a ninety-minute drive home rather than six or seven hours, like from the Glen or Tremblant. Since Luke was riding back with Dave, I was able to give a ride to Scott, a young professional flagger from Malden. Scott had some interesting stories from his flagging experiences, especially at the motorcycle races. After listening to them, believe me, I'm sticking with four wheels.

Later in the month, I will make what seems to be my annual visit to the Bertil Roos Racing School to drive their little open-wheel formula cars. This year it's back at Pocono Raceway, so I'll drive down. Then, I should finally get to experience a driving school with the Boston Chapter of the BMW Car Club at Watkins Glen. I think I can keep my track season going at least through October. Wish me luck.

to him. I stopped by later that week and was shocked by what I heard. The collector had stopped by as planned but said that the Caddy needed more work than he thought but he'd drag it away for \$250.

I've tracked down a lot of cars over the years, bid on a lot and gotten a few. In all those years I have never dropped my bid by 90% in an attempt to steal something. If a car is misrepresented I just walk away. Fortunately the owner still had a \$400 figure in his head and passed on the salvage offer. I promptly called Texas and a check for \$2500 was on the way.

The car was to be shipped to Dallas after the check cleared and the owner wanted to have the car in rolling condition. His thought was to go down to the local tire shop and get a set of tires to put on the car so that it could be moved easily. I suggested that we try to inflate the tires that were on it to see if they would hold air. I took over a good-sized air compressor, the kind that builders use to power nail guns, in the hopes that we could wake up the Cadillac. Looking closely at the fifty-year-old bias tires I could see cracks big enough to put my finger into. These old cars all had tubes in them (remember them?) back in the day and I was hopeful that without exposure to light or air they might still hold air — at least for a short time, as in long enough to drag it onto a flatbed.

In 1953, Cadillacs were delivered with a full wheel cover that consisted of two heavy metal discs welded together with a large enameled crest in the center. They easily weighed 15 lbs each. Talk about unsprung weight! Those were pried off to allow access to the valve stem (I can't believe that the hubcaps had to be removed every time you wanted to check tire pressures). Maybe that's why so many people to this day don't check their tire pressures. Their grandfathers taught them everything they know about cars. With the compressor up to full strength I carefully reached over and put the hose to the valve. I stayed off to one side so as to not catch bits of tire with my teeth if it blew. Like a vampire rising out of a grave at dark, the old Caddy raised itself up off the floor at one corner, and then another, and then another. With just 20 psi in each tire the old car was up on all four, level, and looked like it was ready to go for a drive. A lot of dirt and dust fell off the sidewalls and from under the chassis but this monster actually looked good.

Nobody was more surprised than the owner as he stood back and looked at the Caddy in the same way he did when it was new. All those years fell away and only the memories of those sunny Sundays with his family riding in the back seat remained.

The pick-up a week later had its moments; one wheel was frozen, the keys had been lost back in the '70s, two windows were down, and there was no way to stop it once it got rolling out of the garage, but the old girl soon found herself on the top shelf of a seven-unit car carrier on the way to Texas. As the truck rolled out of sight with its vintage ride on board I could've sworn that I saw a tear in the owner's eye. He just turned to the house and said that it was late and he had to go in to fix dinner,

his daughter was coming over. My guess is they'll be telling stories about that Cadillac late into the night. It's not just Porsche people that get attached to their cars. KTF

Flat Sixer - continued from page 7

going to be available to instruct for a slight fee. Many people were already signed up to take advantage of this rare opportunity and it would be great to hear how they made out that day (hint, hint: maybe someone can submit an article).

I did manage to catch up with George, who seemed like a very enthusiastic and enjoyable fellow. He was driving his red 944 that day, which is why I was unable to find him in the paddock. We had exchanged e-mails the day before so George had an idea of what I was looking to do. Basically the plan was to improve my input smoothness and work on driving my line no matter what.

As always on our first trip out onto the track, George piloted the Green Machine the first few laps. Being the nice guy he is, George did not adjust the driver's seat so we wouldn't waste time when we swapped places. The first things George covered in the car were seat position and mirrors. He went on to explain that he would be teaching me the momentum line today.

While we made our way around the track George was quick to point out how he wanted to see me drive the line. He gave me some distances to be off the apex of certain turns, and also when I should be thinking about braking and accelerating. The few laps he drove went by very fast and before I knew it we were trading places.

Having been on NHIS earlier this year I had some experience to draw on when driving the track. There was a difference in the line I had learned in May from the momentum line I was learning today. George explained that some instructors will teach the racing line while he prefers the momentum line for students since it is a safer line.

I was really enjoying myself and was amazed at how fast the morning went. George asked me if I wanted to go out with him in his 944 during an afternoon Red run group, and I said, "yes" of course. So right after another great session I pulled my car up to where George was parked and we climbed out of my car into his. George had a six-point harness that I managed to get buckled into and then we were on our way. During our time on the track George drove the same line he was teaching me to show me how the momentum line could be just as fast as the racing line. It was a great time and I thanked him for the opportunity to be a passenger.

Shortly before my final session George came over to where I was parked and informed me that I would be heading out solo. My first reaction was, "**wow this is great,**" quickly followed by my second reaction: "**wow this is scary!**" George told me that I was driving great and that I had earned the privilege to go out on my own and that all I needed to do was what I had been doing the prior three sessions. He did let me know that he

would be available if I needed him.

When the time came to stage and get ready to head out, my adrenaline was flowing freely. I was thinking about all of the things George had imparted to me during the day. I was also visualizing each braking point, turn-in point, apex, and turn-out point; and finally I was thinking to myself, "be smooth."

The session went off without a hitch and I truly enjoyed myself. I felt that I was able to drive my line consistently and smoothly. I even felt like it had been my best run of the day and I think George would agree.

The last event was the fourth NER autocross of the year. This was held on September 8th, which happened to conflict with our PorscheFest/Concours d'Elegance being held at the Larz Anderson Museum of Transportation. The conflict coupled with the oppressive heat forecast for the day made for an extremely light turnout. In the end there were only 37 cars registered, which meant there were barely enough people to work the course.

The course itself was another masterpiece by Mr. Mann. He had some interesting course designs, including a pivot that sparked much debate about the fastest way to take it. In the end it came down to driver preference and car limitations that determined whether going in on the left or right was the best way to take a pivot.

There was one minor incident during the day where a 911 happened to lose a bit of oil around the track. The unfortunate thing was the oil was right on the line and had caused one car to break free of its grip in dramatic fashion. This halted the event for about an hour while some kitty litter was spread around the track. The other unfortunate thing was that the sun was blazing and it was 'Sahara hot' — not a fun time to be standing out in the blazing sun or sitting in a hot car wearing a helmet. I am still sweating just thinking about it.

The day actually finished up with everyone getting in eight runs and having us finished by 3:00 pm. Not bad considering the one-hour delay. The driver of the oil spewing 911 was none other than Bob Canter who recently had an article in the August *NOR'EASTER* on autocrossing. Well, given that he drives a 911 Targa and that I happen to have brought my trailer with me to the event, for which I received much

grief from my good friends Cuan and Glen, I agreed to trailer his car to Chris Ryan's house where he and Chris could attempt fixing the leak.

All in all it was another successful month or so for gaining more seat time. It's hard to believe that summer is over and we are well on our way to that dreaded winter period. I don't know if I'll be able to squeeze in any more DEs this year but I will make the last autocross event of the season. Hope to see many of you there or at some of our other upcoming events.

German & Italian Auto Repair Specialists

BMW
MERCEDES
PORSCHE
AUDI

ALFA
FERRARI
MASERATI
LAMBORGHINI

Motorsport LTD.

(617) 783-3078
www.MotorsportGarage.com

- ◆ Service ◆ Repairs
- ◆ Bodywork ◆ Restoration
- ◆ Computerized Diagnostic Equipment
- ◆ Full Line of Agip Products
- ◆ Computerized 4-Wheel Alignment
- ◆ Certified for Air Conditioning Repairs



Located near the Green Line on the ^T
410 Cambridge Street, Allston ◆ 1/4 mile from Storrow Drive & the Allston/Brighton Exit off Mass. Turnpike

ATLANTIC COAST TRAILER SALES

888-414-2287

actrailer.com

to Massachusetts; within thirty minutes Don's trailer suffers a tire blowout. Quick pit stop work (and creative use of vise grips on a broken lock) has us back on the road in thirty minutes. As a precaution we travel slower to reduce the risk of another failure on Don's trailer (no more spare tires). The trip home takes longer accordingly. We clear customs with maybe another thirty-minute delay (not bad for a Sunday). By the time we get to Albany the traffic is building and it stays that way all the way to Boston.

I opt to drop my car at EPE on the way home, and fortunately Jerry doesn't mind swinging by his shop on a Sunday evening. We arrive home some thirteen hours after leaving the track. (The car's still at the shop some three weeks later, waiting on a special rubber line to arrive from Porsche Motorsport in Germany.)

Now I was really spent, but my mind was on getting Susana's computer up and running. So of course I got almost no sleep stewing about that problem. I stayed home that Monday to work on the problem, starting first with a pleasant two-hour-plus phone call with a Microsoft tech in British Columbia. We made zero progress getting Vista to start up; even the repair feature didn't solve the problem. He passed me on to the "escalation" department. That tech even called me in advance of our scheduled appointment. We've had an external drive attached to Susana's computer that backs up her entire computer, but in a compressed file format that makes it impossible to easily extract folders — you'd need to rebuild her entire computer to get at that backup material. The tech requested that I copy everything off her external drive so that we could install Vista on the external drive and use that then to startup her computer.

drive, boot the computer and make her original hard drive the secondary drive. That worked, fortunately, and I was able to gain access to all her file folders, along with her Outlook contacts and e-mails (she has lots of both!).

By that time I was pretty convinced that her computer was going to be a lingering source of problems in its now bastardized form, and since my computer was a twin of hers (and had experienced a number of problems over the years — see previous columns), I thought it better to make the investment in two new computers, which I did.

Dell responded in near lightning fashion, assembling two new, very fast and well-equipped computers and shipping them to me in less than one week. Once they arrived I spent several more days rebuilding both computers, installing software and transferring our files off the external drives back onto the new computers. While all this was going on we somehow finished the September issue of this publication, and created and printed out all the PorscheFest trophies.

Our lives are slowly returning to near normal once again, just in time for Susana's second knee replacement surgery, and a week-long business trip to Colorado. I will not bore you with the other extraneous nuisances that fell in the same few weeks — root canal work, a few headaches at work, and the depressing closing of our pool for the season. Oh, and of course we'll need to finish the October issue of the *NOR'EASTER* some time soon.

Some days it just doesn't pay to get out of bed!



Boston's
Property Expert
ROB COHEN
CRS, ASR, ABR
Exec. VP/Broker, Realtor
Ranked #3 in the NE
Grand Centurion '05
Double Centurion '03-'04
www.robcohen.com
(617) 962-0142



Back Bay	Midtown
Bay Village	North End
Beacon Hill	Seaport
Brookline	South End
Charlestown	Waterfront
Leather District	West End

*When you are really ready to buy or sell,
I'll be available to make it really happen.*

CENTURY 21 Cityside
575 Boylston St. Boston MA
(617) 262-2600 x29

I was dubious about that approach, and even more so when I started to copy her external drive — it took 22 hours to complete the transfer of 260 gigs of data.

As soon as I started to install Vista on the external drive I received an error message stating that Vista could not be installed on the external drive! So much for that approach. The tech's next suggestion was to purchase and install a new hard drive in Susana's computer as the primary drive, install Vista on that

Please send address corrections / changes to:

**John Bergen
NER Membership Chair
11 Beethoven Ave
Walpole, MA 02081**

bergenj@comcast.net

**Don't miss an issue of the
NOR'EASTER**

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, 2nd owner, 300 hp, 170 mph (tested). Asking \$25,000. Robert Meeker (781)631-2841 info@meekerstudio.com

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

'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, pjlrocca@verizon.net

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

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

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

'00 Boxster S, Artic Silver with red special leather, black top, tiptronic 34,000 summer miles. New p zeros, 30,000 mile service just done. Loaded, cruise control, heated seats, litronic headlights, headlight washers, dual airbags with side airbags, premium sound, cd, car cover. Excellent condition. Asking \$25,000. Call Jeff at 508-737-2727, or email jeffreytbearup1@msn.com

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

Wheels: Panasport 4-bolt 15x7 track wheels with 205/50-15 DOT R compound Hoosier tires. Perfect fit fr 914. Free if you can pick up. Joe Stadelmann (508)942-1230 or jps@stadelmann.com.

Wanted to buy:

1999-2001 996 Tiptronic rainforest green or guards red excellent condition. Email vhy4167@hotmail.com or call 508-823-7614

Advertising Guidelines

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

Marketplace Guidelines

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



Club Racers
OE Instructors

RODS TO ROTORS...
**MUSANTE MOTORSPORTS
IS PARTS**



STREET-TUNING TO RACE PREP...
**MUSANTE MOTORSPORTS
IS SERVICE**

Musante Motorsports provides:

- oil change & tune-up
- in-house dyno tuning
- alignment & corner balance
- engine & transmission building
- safety upgrades & equipment
- race car transportation
- trackside tuning & support
- race car construction & maintenance

PORSCHE® PARTS, SERVICE & PERFORMANCE FROM PORSCHE® PEOPLE

visit www.musantemotorsports.com or call us at
800-381-5563

1265 John Fitch Blvd. (Rte 5), Unit 3
South Windsor, CT 06074
phone: 860.291.9415 fax: 860.291.9416

NER Board of Directors

President

Bruce Hauben
5 Apple Ridge Ln, Littleton, MA 01460
Home: 978-952-8517 email: BMH993@PorscheNet.com

Vice President - Administrative

Win Perry
96 Burlington St, Lexington, MA 02420
Home: 781-933-5300 email: wperry@winbro.com

Vice President - Activities

Ron Mann
105 Ridge Rd, Concord, MA 01742
Home: 781-442-0306 email: rjmann@yahoo.com

Treasurer

Robert N Cohen
110 Harvard Rd, Bolton, MA 01740
Home: 978-779-2226 email: robertncohen@spamarrest.com

Secretary

Michelle Wang
417 Dutton Rd, Sudbury, MA 01776
Home: 978-443-1855 email: mwang@meditech.com

Membership

John Bergen
11 Beethoven Ave, Walpole, MA 02081
Home: 617-720-6638 email: bergenj@comcast.net

NOR'EASTER Editor

Dave Weber
PO Box 409, W. Boxford, MA 01885
Home: 978-352-6601, email: GT3Cup@PorscheNet.com

Past President

Steve Boris
81 Summer St, Franklin, MA 02038
Home: 508-520-7287, email: Boris@SteveBorisDesign.com

Committee Chairs

Chair - Autocross & Concours d'Elegance

Steve Ross
49 Village Brook Lane, Natick, MA 01760
Home: 508-653-1695 email: SLR944@AOL.com

Registration - Autocross

Don Wolcott
5 Nicholson St, Marblehead, MA 01945
Home: 781-631-4157, email: djwolcott@comcast.net

Chair - Driver Education

Laurie Jitts
41 Lawrence St, Boston, MA 02116
Home: 617-642-6324 email: laurence.jitts@verizon.net

Registration - Driver Education

Mark Keefe
Home: 508-529-6127 email: TCReg@PorscheNet.com

DE Tech

Chris Luciano
Home: 978-897-4460 email: info@peerlessmotors.com

Chief Driving Instructor - Driver Education

Steve Artick
Home: 781-272-7227 email: Steve993@PorscheNet.com

Asst Chief Driving Instructor - Driver Education

Peter Tracy
Home: 978-842-4109 email: chfinstracey@PorscheNet.com

Novice Development - Driver Education

Frank Bruns
Home: 207-627-7182 email: NovDev@PorscheNet.com

Instructor Development - Driver Education

Paul Avery
Home: 978-462-4615 email: InstDev@PorscheNet.com

Track Operations - Driver Education

Peter Donohoe
Home: 617-596-5838 email: peterdonohoe@aol.com

Zone 1 Representative

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

Welcome New Members

Anthony Bognanno
West Roxbury MA
2004 911 40th

Dave Cosentino
Kate Cosentino
Andover MA
2007 911

Eugene Douglas
Pepperell MA
2004 Boxster

Adam Fisher
Abby Williamson
Medford MA
1977 924

Brian Gelber
Plainview NY
2006 Boxster s

David Gilden
Joanne Gilden
East Greenwich RI
2006 911

Agnes Hagopian
Southborough MA
2003 boxster

Paul Hansen
Wakefield RI
2001 911T

Paul Hanson
Groton MA
1979 911SC

John Koes
Little Compton RI
1969 911T

Lawrence Lepore
Lina Lepore
Stow MA
2006 Boxster

Gregory Lerch
Jeremy Lerch
Westford MA
2007 Cayman S

Edwin Marin
Julie Marin
Pepperell MA
2007 911

Seung Paik
Anne Yong
Boston MA
2007 911GT3

Peter Racheotes
Nick Racheotes
Brighton MA
2007 Cayman

Emil Ragonas
Martha Ragonas
Sudbury MA
2001 Boxster

Alan Rodgers
Jacquelyn Rodgers
Maynard MA
1987 911

Steven Shakin
Steven Hobbs
East Sandwich MA
1990 964

Tim Short
Kathleen Short
Beverly MA
2007 911

Michael Silverman
Louise Silverman
Little Compton RI
1964 356

Mario Squillacioti
Sophie Squillacioti
Belmont MA
2005 Cayenne

Mark Stoeckle
Milton MA
1988 911

John Tynan
North Reading MA
1986 911

Douglas Upshaw
Brockton MA
1999 Boxster

David Walton
Ipswich MA
1999 911

Guile Wood
Mendon MA
1983 944

Transfers In

Curtis, Roswell M.
Westerly, RI 02891
From CVR
1996 C4

Gelber, Brian
Plainview, NY
From: MNYR
2006 Boxster S

Jostrand, Wayne S.
North Chatham, MA
From: CVR
1984 944

Malloy, Gregory
East Sandwich, MA
From: NCR
1986 911

Minutes - continued from page 8

teams. She is going to be asking a few more folks to join the effort for this. In the meantime, suggestions for activities are welcomed; please contact Michelle to discuss any ideas you may have.

Wrapping up, the next meeting will be held October 10th or 17th at Win Perry's. Having no new business, this meeting of the board was adjourned at 8:51 pm.

We *SERVICE* only the

Classics



04 996 turbo

86 Ruf BTR III

64 356SC

For the past 35 years, providing expert service for only Porsche.

Auto Sport Engineering

370 Hudson Rd, Stow, MA 01775

1-800-356-914-6



Make your Porsche dreams come true.

Porsche of Nashua

(800) NEW PORSCHE
 170 Main Dunstable Road
 Nashua, NH 03060
 www.porschenashua.com



PORSCHE

New

'07 Boxster Black/Black P7082	\$51,920	'07 Carrera S Coupe Demo Midnight Blue/Grey P7018	\$84,900	'08 Cayenne Turbo Crystal Silver/Stone P8015	\$112,045
'07 Cayman S Black/Sand P7022	\$55,500	'07 Carrera S Coupe Arctic Silver/Grey P7025	\$88,900	'08 Cayenne S Meteor Grey/Black P8021	\$72,025
'07 Cayman S Arctic Silver/Black P7023	\$55,950	'07 Carrera Coupe Black/Grey P7069	\$80,975	'08 Cayenne S Jarama Beige/Havana P8024	\$68,995
'07 Cayman White/Stone Grey P7038	\$51,690				

**The NOR'EASTER
 c/o Dave Weber
 P.O. Box 409
 W. Boxford, MA 01885**

**Periodicals Postage Paid At
 West Boxford, MA 01885
 And Additional Offices**

To:

Time Sensitive! Do Not Delay