



# PORSCHEFEST 2007

Zone One Autocross @ Romulus, NY

*Fall Vineyard and Winery Tour*

NER @ Thunder Road - The Glen

# THE NOR'EASTER

SEPTEMBER 2007 SEPTEMBER 2007 SEPTEMBER 2007 SEPTEMBER 2007 SEPTEMBER 2007 SEPTEMBER 2007 SEPTEMBER 2007

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

**Date: October 2006**

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

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

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



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

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

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

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

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

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

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

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

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

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

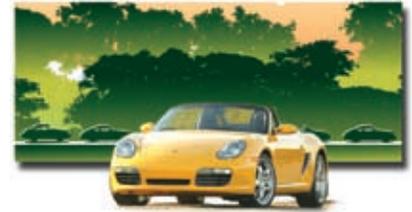


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## COVER



**Cover Photo**  
Photo of the new GT3 courtesy of Porsche Cars North America advertising department.

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

# Out In The Passing Lane

Dave Weber



Road signs have cropped up on my radar screen as being worthy of some commentary on my part. I came to that conclusion after once again passing by the Rowley, MA police station located on state Route 133. Should you happen to pass this location you'll surely note the presence of a number of No Parking signs placed approximately ten feet apart for some approximately one hundred feet. The visual clutter that results from so many identical signs placed so close together could properly be termed an environmental eyesore. I can't help but wonder what decision making process was used to justify the need for so many signs in front of a police station! Surely, with even a small bit of creativity they could have come up with a solution that didn't require more than a couple of signs. Furthermore they could have just painted the pavement yellow like they do around fire hydrants. That, along with a couple of signs, surely would have made it clear to even the dimmest driver that parking on a busy state highway along the edge of the road (where no

***The visual clutter that results from so many identical signs placed so close together could properly be termed an environmental eyesore.***

parking spaces exist by the way) in front of a police station wouldn't be a good idea!

Thinking more about highway road sign pollution, I've come up with the following descrip-



*No Parking signs in front of the Rowley, MA police station*

tive categories for discussion purposes. The first category covers a very common road sign issue, that being signs that are poorly maintained. In this category fall the following conditions: signs with bleached out paint, signs that are no longer properly attached or mounted, and signs that are hidden behind trees and plants hence losing their reason for being. In Boxford you can find stop signs that are no longer red in color and are thus easy to miss, especially at night. A number of state highway route number signs are missing important text information for the same reason – apparently no state highway workers notice these useless signs. These workers conveniently drive by signs hanging nearly upside down or loosely from one or two bolts.

In my second category fall signs or their supporting fixtures that are now dangerous to drivers. On my trip to and from Gloucester each work day on Route 128 I pass by several road sign poles that are no longer being used. These poles are now bent over such that should a driver wander

on the road a short distance the poles will present a real safety concern. Removing these deadly spears surely wouldn't take much time or money, but it hasn't happened for several years. I'd think that, if nothing else, the people who mow along the edges of the highway would want to

have these poles removed, rather than have to mow around them then have someone else come along with a string trimmer to cleanup what the mower couldn't reach.

My third category of road sign pollution is the redundant or excessive use of signs. I've already mentioned one example of this form of pollution. Susana noted another as we drove home from the Glen a few weeks ago on I-88 in New York. For long stretches you are presented with signs requesting someone to "adopt" this section of highway, or alternatively noting who did in fact adopt that particular stretch. I thought the concept of "adopting" a section of highway was to 'beautify' that stretch. Instead I think what's generally happened is that the road side isn't any cleaner; we now have more clutter in the form of excessive signage.

My fourth category covers the existence of temporary signs that are no longer needed; someone just forgot to remove them once the particular

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# Upshifting

Bruce Hauben



Our first Mosport DE in several years is now in the books, and a very successful event by all parameters. You may remember that in years past we did have an early October mid-week event there and the weather was too iffy. There were years when we had beautiful weather but were just as likely to have terribly cold or wet weather and the day after we left it would be a gorgeous, sunny 70° as it was for all three of our weekend days this August.

With the exception of rain at the end of our first day at Mosport which pretty much wasted the final 2-3 run groups of the day, we had wonderfully sunny, low to mid 70° weather, simply ideal track conditions. We were joined by a fair sized contingent from the Upper Canada Region and one instructor from the San Diego Region who was driving his 997 GT3 RSR entry in the following weeks ALMS race at the track. He'd never been to Mosport and was taking the opportunity to get the hang of the track before the test and tune and practices began on the following Mon-

***Those of you who know Mosport may be wondering how those big rigs got into the paddock while an event (ours) was going on.***

day. Yes, he followed all of our DE protocol and waited for appropriate passing signals. I don't think he ever had to give a passing signal, did he Dave or Martin?

It was great fun and very impressive watching some of the major ALMS teams unloading their rigs and setting up their paddock compounds. As you might expect the Risi Ferrari team with their F430 GTs were one of the early ones in and their compound was completely shielded from prying eyes. Penske's RS Spyders were unable to do so



Renske's RS Spyder paddock

as they set up mid-day and many of us ogled the cars and set-up. As they progressed though, various screens materialized giving them all the privacy they desired. Having seen the Grand AM set-ups at the Daytona 24, I have to think these ALMS compounds are second only to the F1s which are architectural and design wonders entirely shielded from the public.

The Audi team with their R10 TDIs, Tafel and Flying Lizard with their GT3 RSRs and the Lowes Fernandes Acura LMP2s were all unloading, quite a show even if you don't follow racing. Seeing the rigs and cars up close simply begs one to watch at least part of the race on Sunday.

Those of you who know Mosport may be wondering how these big rigs got into the paddock while an event (ours) was going on. They certainly would not fit through the tunnel. Very simply they came in before 8:00AM, after 5:00 PM or during the lunch break in between our Charity laps. For those of you not familiar with Mosport, I urge you to get up to our event next August. It

will be the same 3 day weekend and the track is an absolute hoot to drive. There are no noise restrictions, the infamous double apex Turn 2 has a high pucker factor, the long back straight lets you stretch your car's legs, and crossing the border is a snap. Joyce and I have now

done three Canadian events this year with never more than a 5 minute wait.

Oh, speaking of Canada, we saw a few Canada Geese while we were there. It seems that we have more of them down here than they do up north, eh. And that is the correct name, Canada goose (Geese). It doesn't roll off one's tongue like "Canadian Goose" would, I've never figured out why they got named as they did.

It's not too early to reserve December 1, 2007 on your calendar. NER's Annual Dinner is not to be missed and full details are in this issue. It's a great way to revisit the year's events with good friends and swap stories about our Porsche's, triumphs and defeats. Thinking about it, it's no different than fishermen's tales and how big the one that got away was.

## ***Ponder These***

- I used to eat a lot of natural foods until I learned that most people die of natural causes.

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# Four Speeds & Drum Brakes

Tom Tate



It's been a great summer of driving old cars. Warm sunny weekends for the Speedster and some cool weekday mornings that caused the '64 sunroof coupe to call my name for a ride to the train station. I've also had some friends driving these same cars to various events that have given me some insight to my acceptance of the shortcomings of cars of the '50s and '60s — shortcomings and things that need to be fixed.

Maybe it's because of the 36 horsepower VW I started with years ago that made me content with any ride that could keep up with traffic. I never expect great heat in the winter or air conditioning in the summer. I expect every car to have a couple of things that need attention; in short, I expect every car to have personality — something that sets it apart from the other cars in the garage.

Tony, the sunroof coupe, has a couple of noises in the front end that probably mean that new shocks are in order. I checked the steering, king and link pins (they hold the wheel onto the car)

## ***The Founders Day drive with the TYP 356 group was sunny and warm so Leigh insisted that we take Blackie, the '58 Speedster.***

and tie rod ends just to make sure that I wouldn't be needing my AAA card, and nothing seemed amiss. Every now and then when I hit a bump just right there's that noise again, so I ordered a set of shocks. They probably won't be put on until the first snow has come and gone but I'll know that they're on the shelf and the noise won't seem as loud. A friend drove it recently and asked me how I could drive it with all that banging in the front end? What banging? There's a noise every once in a while. And it has a wicked shimmy at 50 mph; when am I going to get to that? OK it has a little bit of a shake to it; drive at 45 mph or 55 mph, just don't drive it at 50. How tough is that?

The poor thing has a radio in it from the '60s that has push buttons and the stations are all set for somewhere in the City by the Bay and the knob for the station tuning doesn't work because the string inside broke. A couple of the buttons get me close to the stations that I usually listen to but I have to be heading the right direction for them to come in clear. When the static gets to be

too much I just turn it off and listen to the engine sing its song. I really should replace the radio, and only one speaker works, but then I don't drive a 356 because of the radio.

After a couple of hours in the car I realized that the back of the driver's seat had lost a lot of its padding and the ridge at the bottom was putting a crease in my back. I tried a cushion and, while it worked, it looked tacky (maybe the yellow flowers on it?). I got to looking at the unused passenger seat and a light went off. In 30 minutes I had swapped the seat backs and the problem was solved. Plenty of padding now in the driver's seat. I just need to remember to bring that flowered cushion when my wife comes along.

The Founders Day drive with the TYP 356 group was sunny and warm so Leigh insisted that we take Blackie, the '58 Speedster. With no top and open exhaust it's like a motorcycle with four wheels on it. It's a work in progress (aren't they all?) that I've been fiddling with for 30 years. The steering wheel has a little vibration at 45 mph

so I never drive at that speed. I never hooked the horn back up after I had the steering wheel refinished last year. I don't like to use a horn anyway. By the time you use it the person that you're honking at has already done what they're going to do so all

you've done is tick them off. With open exhaust it isn't like people don't know we're coming. I even have an old Harley sticker on the roll bar that says "Loud Pipes Save Lives." You don't see little kids stepping off the curb when Blackie's coming. The noise is all behind us but our ears ring for a while after a ride in the car. Now, that's character.

The '76 914 has had me chasing some front-end rattles this summer. I seemed that as soon as I found one another would appear. The spare tire mount broke off and needed welding to keep it from moving around. The front sway bar needed new bushings and then the upper shock mount bushing went away. None of these things was expensive but they each took a few evenings to track down, order parts for and then reassemble. I got so tired of chasing the noises that I gave it to a co-driver, who's a 914 expert, to finish up. When I get it back I really need to check the radio wiring on that car because sometimes when it hits a bump the radio will go off for a minute or so. It

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# Flat Sixer

John Bergen



Hello again my fellow NER'ers. This month I have the good fortune of being able to share with you my recent experiences at both autocrossing and Driver Education. July ended up being a great month for seat time.

If you recall, the beginning of July found my family and I at LCMT. Upon returning to Walpole on Thursday I realized that there was an NER Autocross Event taking place at Fort Devens on Saturday. This was the second event of the year and I was determined not to miss it like I did the first one. I also realized that I had committed to playing golf that same day with golfing buddies of mine. What to do, what to do. I cancelled golf of course, no need to face the wrath of Ron for missing autocross.

My car was pretty much ready to go and I had all my gear packed still from LCMT. The day was dry and warm and I made sure to bring plenty of water with me to avoid dehydration. On my way to Devens I came upon a speed yellow GT3, which is one sharp car. I wondered to myself

trickier parts of the course while we were out there. People were coming in way too hot for this particular section and either had a hard time avoiding cones or staying on the course. Mental note to self, slow down the first time out.

After what seemed like a long time, Chris and I headed in to have our shot at driving the course. I quickly reviewed my course map and thought about how to attack certain sections of the track. For those of you who haven't autocrossed, it becomes more challenging to replay laps in your mind between runs; the main reason being that you don't have too much time. The best time to prepare is before and after each session, which usually consists of 3 to 4 runs.

For my first run I took it easy and made sure I stayed on course while making mental notes of the best way to navigate the course. I didn't set any land speed records but I did manage to make it through without too much difficulty. My second run I increased my speed and began to attack some of the turns with more vigor. I managed to

cut several seconds off my time. The same happened for my third and fourth runs; each run was faster than the previous.

Things were going well but now it was my turn to go back to work on the track. Once again Chris and I headed out to our corner and prepared for the

next sessions to begin. Another thing that happens at autocrossing as the day wears on is people tend to push things harder once they have some good runs under their belts. This meant that the potential for many more cones to go flying was high, and fly they did. We got a good workout that afternoon and were very happy we had plenty of water with us.

Upon finishing our afternoon duties we headed back in to get ready for our afternoon runs. Before I headed out I spent some time chatting with Ron Mann. He graciously offered to ride shotgun with me and provide some constructive feedback, this was going to be fun.

Right away Ron gave me a tip on angling the car at the starting gate to eliminate a quick turn in the beginning. He also made the comment that if he is talking too much to tell him to shut up, but I told him I wanted to hear the feedback. This run turned out to be the most fun but not the fastest; one cone did get in our way as I tore through the

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***Another thing that happens at autocrossing as the day wears on is people tend to push harder once that have some good runs under their belts.***

whether this person was heading to the autocross event, and as it turned out there were two speed yellow GT3s there that day. What a treat.

Ron out did himself with the course construction this time. As I walked the course and drew a map — yes I am one of those people — the course gave the illusion that it would be fast and for the most part straightforward. I have to say that my confidence was high that I was going to have a great day, and for a while I felt sure I would be first in my class, especially since I was the only one in class 10! Of course another 964 showed up, with two drivers, and foiled my sure lock on first place.

I ended up working the track first and had the pleasure of sharing a corner with a fellow Targa owner, Chris. He and I commented on how much area we had to cover and how many cones there were. We were hoping that people would be in complete control of their vehicles as they traversed their way through our end of the world. Chris and I also got a good look at one of the

# Minutes Of The Board

August 7, 2007- Michelle Wang, Secretary



The August board meeting was held on August 7, 2007 at the Cohen residence. In attendance at this meeting of the board were Bruce Hauben, Joyce Brinton, Dave and Susana Weber, Steve Ross, Steve Boris, Win Perry, Ron Mann, John Bergen, Michelle Wang, Matthew Wallis and our hosts, Bob and Karen Cohen. The meeting was called to order at 7:22 pm.

Ron started off with a roundup of recent and upcoming regional activities. On the DE front, it was reported that Watkins Glen was a successful event with plenty of open track for the drivers. The board thanks Jerry Pellegrino, Steve Uliss and his Firefly's staff for their support of the event. Mosport is coming up on August 17<sup>th</sup>-19<sup>th</sup>, with 70-plus participants registered. Ron then turned it over to Steve Ross, who provided an Autocross update. Our new registrar-in-training (Jonathan Cowen) will be in attendance at the next few autocrosses, as Don Wolcott continues to transition his responsibilities to Jonathan. All AX events are fully sponsored for this year, and the committee is working with Devens for 2008 dates.

Steve reminded all in attendance that the Concours/PorscheFest is set for Saturday, September 8<sup>th</sup>. The 928 "Shark Club" will make reappearance this year. Steve presented a preliminary budget that was approved by the board. Judges still need to be finalized. The featured speaker, Mark DaVia, is planning to have video in addition to his talk, so arrangements need to be made of that inside the MOT.

The Fall Tour will be the October 13<sup>th</sup> Wine Tour, so that segued nicely over to Win Perry, who noted that the August Duck Tour was disappointingly undersubscribed for such a great day. The observation was that Boston venues are not a good draw. September is the PorscheFest; final arrangements are being made with the MOT. Back to the October Wine Tour. Win is arranging a starting spot and will publicize the tour arrangements in the promo in the upcoming issue of the *Nor'easter*. November is in final planning for a technical topics meeting. December is the Annual Dinner and Awards. January is shaping up for a visit to Paul Russell.

Bob Cohen presented the Treasurer's report. Reporting requirements for events were reviewed and discussed. Bob also noted that the region's taxes were filed, and closed out his comments with a request to all committee chairs to please be specific on what and to whom refunds need

to be addressed. Having no concerns, the board accepted and approved the Treasurer's report as submitted.

On membership matters, John reviewed the monthly new member contact list. The board divided up the contacts to be made. There are 1382 primary members with 1044 affiliate members in the region. *Nor'easter* subscriptions are down a bit from last year, but a note to all: if you send no check, you get no magazine.

From the President's chair, Bruce wanted to go on record as wanting the board to have oversight on ad placement on the website. In addition, Bruce provided some good news: the financial situation with the other region looks to be close to resolution as he has been in contact with them and the check is in the mail.

Editor Dave, as usual, distributed deadlines and content assignments to all. He noted that Win beat John in submitting his monthly column, so John has again boarded the procrastination wagon. In addition, Dave will be publishing the slate of nominees for board positions in the September issue.

Matthew then reviewed porschenet.com statistics and noted that the Goodie Store is available online (in a limited fashion). The board agreed to add National events to the online calendar, such as the Parade and Escape.

In new business, Ron and Steve Ross noted that we have a couple of potential nominees for the

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## Happy PCA Anniversary

### Thirty Five Years

Donald Rothenberg

### Five Years

Mike Mitchell

William Izzard

### Twenty Five Years

Joseph Bruno

Warren Russell

### Fifteen Years

K Holmes

### Ten Years

Eric Burns

Charles Mabry

James Wackell

# Check Your Mirrors

Win Perry



I have long been a believer that life is lumpy. Although this statement probably has many possible meanings, I am thinking of the statistical sense. Events seem to arrive in packets rather than be smoothly distributed over time. This was certainly true for me in July, when the combination of three different DEs plus an autocross pushed my Boxster's odometer above and beyond the 50,000-mile mark.

Steve Ross had organized a small caravan of Porsches to drive up to Mont Tremblant on Sunday. A little after noon we met at the Hooksett rest stop/NH liquor store parking area: three Boxsters and two 911s. After maintaining a rather stately pace, we stopped for a leisurely lunch in Lebanon, at the New Hampshire-Vermont border. Then, it was off across Vermont on I-89. At Swanton, the last gas before Canada, Cuan Coulter and I peeled off to fill up; the others rolled on. After gassing, we sped off in our two silver Boxsters into Canada. Following the example of some locals and the long haul trucks, it seemed

***Although I could see that the track was dry, my brain was still in caution mode. I figured my job was done and pitted.***

that one could almost pretend that the speed limit signs are in mph rather than km/hr. So, on the long secondary roads from the border until close to Montreal, we drove at 75 where it was marked 90 (56 mph), slowing down as we passed through each village. As often seems to happen, Montreal was a disaster, even on a Sunday afternoon. Forget any posted speed limits; it was hard to get out of first gear. Finally, we reached the A-15 freeway and freedom. Throwing caution to the wind out of frustration, and noting that the speed limit signs said 100 (no units were posted!), we took off and stayed close to 90 until we got to Mont Tremblant.

The weather for Monday morning looked iffy. At breakfast, my host, Nino Faragalli, innkeeper at the Auberge du Coq de Montagne, said an east wind meant rain. I asked what was the direction of today's wind, and he replied "East." It was damp, but by no means soaking. In fact, a little rain-induced caution probably wasn't bad while I re-familiarized both myself and my student, NER

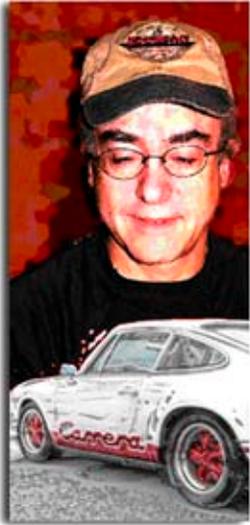
driver Lesia Shaw, with the track. The weather on Tuesday was fine, a good day for driving and instructing. Our last day, Wednesday, showed no sign of the predicted thundershowers as we arrived at the track. The first morning session with Lesia went very well, and soon it was time for the first one-hour enduro for advanced drivers. Everyone was flying around the track and having a great time. During the second half-hour, the sky began to darken. Near the end of the session, as I was approaching the "Namerow" corner (where the pit-in lane is located), an enormous bolt of lightning flashed through the sky followed by a resounding clap of thunder. Deciding that this was a *Message*, I quickly pitted. As I drove through the pits, I could see the checkered flag being madly waved. Moments later, in the paddock, it began to pour. Unbelievably big rain, thunder and lightning. I guess everything's bigger in Canada. Thank goodness for Fred DiNapoli's enclosed trailer. About eight of us dashed in for shelter including a French Canadian couple who had been kayaking on Lac Moore. After prodigious rain, thunder and lightning, it finally began to clear. I went over to my car and tire trailer and found that I had stupidly left my street shoes under the trailer for "protection." One was full of water, and the other had gone missing. I found it three cars down the paddock.

The rains just picked it up and floated it off "downstream." It was now time for the second enduro, and Control was calling for instructors to get out and drive in order to dry the water off the track. Being a glutton for punishment, I lined up with three or four other fools. As I crept around on my by now treadless track tires, Andresz Breszinski fearlessly (foolishly?) sped around the track in his flying Miata. Eventually the track became dry and more drivers came out. NCR's Hank Cowles whizzed past me in his RS America. Although I could see that the track was dry, my brain was still in caution mode. I figured my job was done and pitted. Unfortunately, moments later more thundershowers rolled in and it was back to Fred's welcoming trailer. By the time these cleared, track committee chair Laurie Jitts had to throw in the towel and our day was done. The rain stopped long enough for me to change back to my street tires, but it was a long, wet drive home.

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# Tail Wagging

Ron Mann



I guess it was only a matter of time. Never having been one to walk for long on the straight and narrow it was inevitable that sooner or later I'd begin to question my current approach to amateur motorsports. Like most revolutions, while there tends to be an explosive moment that scribes a precise turning point in history, the seeds of change are sewn long before the ultimate moment of truth. Having had just experienced such a moment yesterday, I thought I'd warn you all.

Despite my extraordinary consternation with the Speed, nee NASCAR, Channel, occasionally they manage to show some entertaining stuff. Frankly the loss of WRC coverage in particular, coupled with network becoming completely overrun by a string of truly crappy reality shows nearly forced a subscription cancellation last year. Were it not for F1, I would have bolted for certain. Recently, however, it would seem that at least a few of the junior execs have at least brought a sense of humor and adventure back to the

***By mid-evening neither I, nor any of my compatriots of family could keep from laughing hysterically and continuously...***

channel and nowhere is this more evident than in the aptly named "On the Edge" program.

For those of you unfamiliar with this particular offering, it's a half hour vignette of various, somewhat extreme, motorsports venues. A typical show might focus on weird dunebuggy-like vehicles doing off-road hill and rock climbs, motorcycle drag races where the thing being dragged is one's spouse on an inner tube, or mud buggies, which do what is effectively an autocross in a swamp. There's even a group of nut cases that think that riding lawnmowers are worthy race vehicles and take to makeshift tracks to trade paint, sans, presumably, spinning blades. But my favorite has been a series of shows they've presented on an oval track somewhere deep in Indiana. Certainly, the venue must normally host the standard array of asphalt oval track events, but when the Edge cameras show up they're around to record some of the more outrageous goings on.

Beyond classic figure-eight racing and straight-

forward demolition derbies, these simple folk from the heartland have demonstrated a propensity for genius when it comes to putting unwanted automobiles out of their misery. And not just automobiles either. No, the mayhem and destruction apply to trailers, trucks, campers, buses and pretty much anything that lives out its existence on four or more tires. And let it not be thought that all this creativity goes unrewarded. Spend a \$100Gs+ on a good used SuperCup car, go out and win a PCA race and what do you come away with? A plastic trophy. Win on the Demolition Events National Tour (yep, the sanctioning body's name is DENT, bwheaaa) and you can come home with ten large. Whoa. So let me get this straight, search high and low for a good competitive car, take out a second mortgage to pay for it, spend a few grand on tires and a cool race graphics design to realize a payday of \$0 -or- go down to the local junkyard, find a barely running \$500 Oldsmobile with a smoking V8, literally, smash all the windows out of it, get drunk and spray paint it whichever way you want, never having to even consider buying a single tire, quart of oil or a brake pad and you've got a shot at a \$10,000?!? And no need to worry if you're going wreck, hell, that's the whole point! America! You gotta love it.

Given the extraordinary potential for fun and profit, not to mention chaos and destruction, it seemed like a good idea to do a little research to determine just how far one might have to go to directly participate in such butchery. Joan and Ian, my crack staff, were quite frankly highly motivated by the prospect of me intentionally wrecking, likely in the faint hope that it might knock some sense into me. They resolved to do a complete search for local venues that might provide this sort of entertainment. The results were staggering. Given the supposed level of sophistication we aspire to here in the urban northeast, it came as quite a shock that there was not one, but several establishments that cater to such car-carnage. For myself, the level of exuberance demonstrated by the rapid and thorough completion of their work resulted in an elevated suspicion of my family's intentions, and so, therefore, I resolved to proceed with some caution. It struck me that before I invested in a new sledgehammer with which to begin crafting, or more accurately deconstructing, my new race



Trailer racing at Seekonk

vehicle, it seemed appropriate to take the time to actually scope out an actual event live.

Now, as strange as this might sound to some of you, I have a group of friends who are pretty much as psychologically challenged as I am. So rather than do reconnaissance solo, I contrived to get them all in on the plot by inviting them to the 'First Annual Northeast Watch Somebody Else Wreck Party'. The site selected to host this shebang was none other than the self-proclaimed oldest continuously operating racetrack in North America, the pride of Southeastern Massachusetts, Seekonk Speedway. How more perfect a name could there possibly be? Say it out loud. See conk. And last Sunday that's exactly what all of us who had willingly descended into the netherworld of populist motorsport had paid our \$20 to see. Conk, Conk, and more Conk.

A third of a mile of greasy oiled up asphalt oval sporting a figure-eight replete with jumps! That's right; not content with the destructive potential of a mere double crossover, the course designers added rather large humps just in advance of



Now that's a traffic jam

the intersection. Undoubtedly, recognizing that 1/3 of a mile is too restrictive to host anything larger than half a dozen ultra-lights, the crashing of which would certainly under perform the crowds expectations, the architects must have felt the need to emulate mid-air collisions by providing a most original form of launch control for '78 Impalas and the like.

Okay. Lets say it right at the outset. Those who are offended by four letter words, skip the next sentence; I tried not to write it; I simply can't help myself. This event was the funniest f\*\*\*ing thing I've ever seen in my life. By mid-evening neither I, nor any of my compatriots or family could keep from laughing hysterically, continuously and with total disregard for how silly we might have seemed for doing so. The next day my sides hurt so bad it felt like I had been in a six-hour karting enduro. As I remarked to my friends afterward, I've been to a Red Sox World Series game, seen Led Zeppelin open for Iron Butterfly at the Filmore East, taken in the bizarre sights of the weirdest strip club in the world in Brooklyn, and none of them are within a parsec of the entertainment value of See-Conk Speedway.

Neither words nor pictures can do justice to what we fortunate few bore witness to that night. I say few, as although there were likely over 15,000 spectators, the performance was worthy of a far wider audience. I won't really try. Beyond seeing a pack of eight cars, all nosed up at the start/finish line, go full tilt into the first corner and exit it in a jumble, my favorite moment came at the end of the trailer race.

Yes, a trailer race. The trailer race consisted of four teams with two vehicles per team. Each lead vehicle had a hitch to which

*continued on page 34*

## 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](mailto:rjmann@yahoo.com), or his committee members: Andy Jenks at [Andy@swatchbox.com](mailto:Andy@swatchbox.com), or Noel Swartz at: [nswartz@yahoo.com](mailto:nswartz@yahoo.com)

## Calendar At A Glance

### September

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

### October

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

### November

17 Tech Session @  
Autobahn Performance

### December

1 Annual Dinner

## Pylon Dodging - NER Autocross Series Round #4 Saturday, September 8th @ Fort Devens

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

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

Our sponsor for this event is Ira Porsche on Rte 114 in Danvers, now housed in its own building at the Ira complex. Old friend and Sales Manager Rick Scourtas invites all PCAers to visit their



facility and see the large inventory of new and pre-owned Porsches. Ira sales is open seven days a week, and their vast service facility and parts department stand ready for your every Porsche need.

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

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

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

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

### **Directions to Fort Devens**

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



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#### New and Used Inventory

##### 2007 Porsche 911 Carrera Coupe

Silver, Stk#X70015 \$77,660

##### 2007 Porsche 911 Targa 4S

White, Stk#X70034 \$104,780

##### 2006 Porsche Cayenne Turbo S

Titanium Grey, Stk#X60123 \$119,615

##### 2007 Porsche 911 Turbo Coupe

Meteor Grey, Stk#X70075 \$130,763

##### 2007 Porsche 911 Turbo Coupe

Basalt Black, Stk#X70088 \$135,515

##### 2002 Porsche Boxster

Black, Stk#A70603B \$27,989

##### 2003 Porsche Cayenne S

Marine Blue, Stk#X60227A \$35,989

##### 2004 Porsche Cayenne S

Marine Blue, Stk#XU0007 \$42,989

##### 2006 Porsche Boxster S

Black, Stk#X70068A \$49,989

##### 2006 Porsche 911 Carrera Cabriolet

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

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



# PORSCHEFEST 2007

Saturday, September 8th, 2007

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

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

## Concours d' Elegance

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

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

## Guest Speaker

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

## Classes - Something for everyone!

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

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

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

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



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



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

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

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

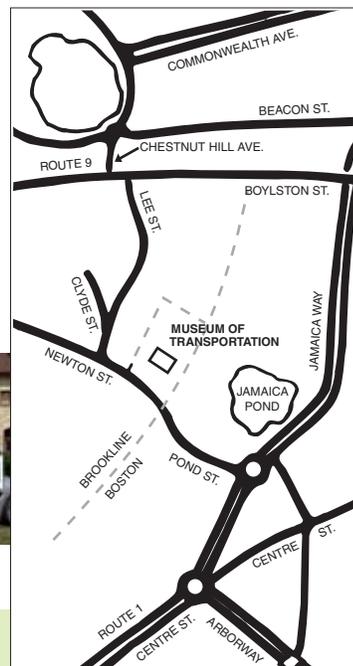
### Schedule for the day:

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

### Something for the kids, too.



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



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

#### Concours Registration Form

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

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

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

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

Phone (day): \_\_\_\_\_ (evening): \_\_\_\_\_

E-mail address: \_\_\_\_\_

Porsche (year / model / color): \_\_\_\_\_

PCA Region: \_\_\_\_\_

#### Select an entry option & check the box:

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

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

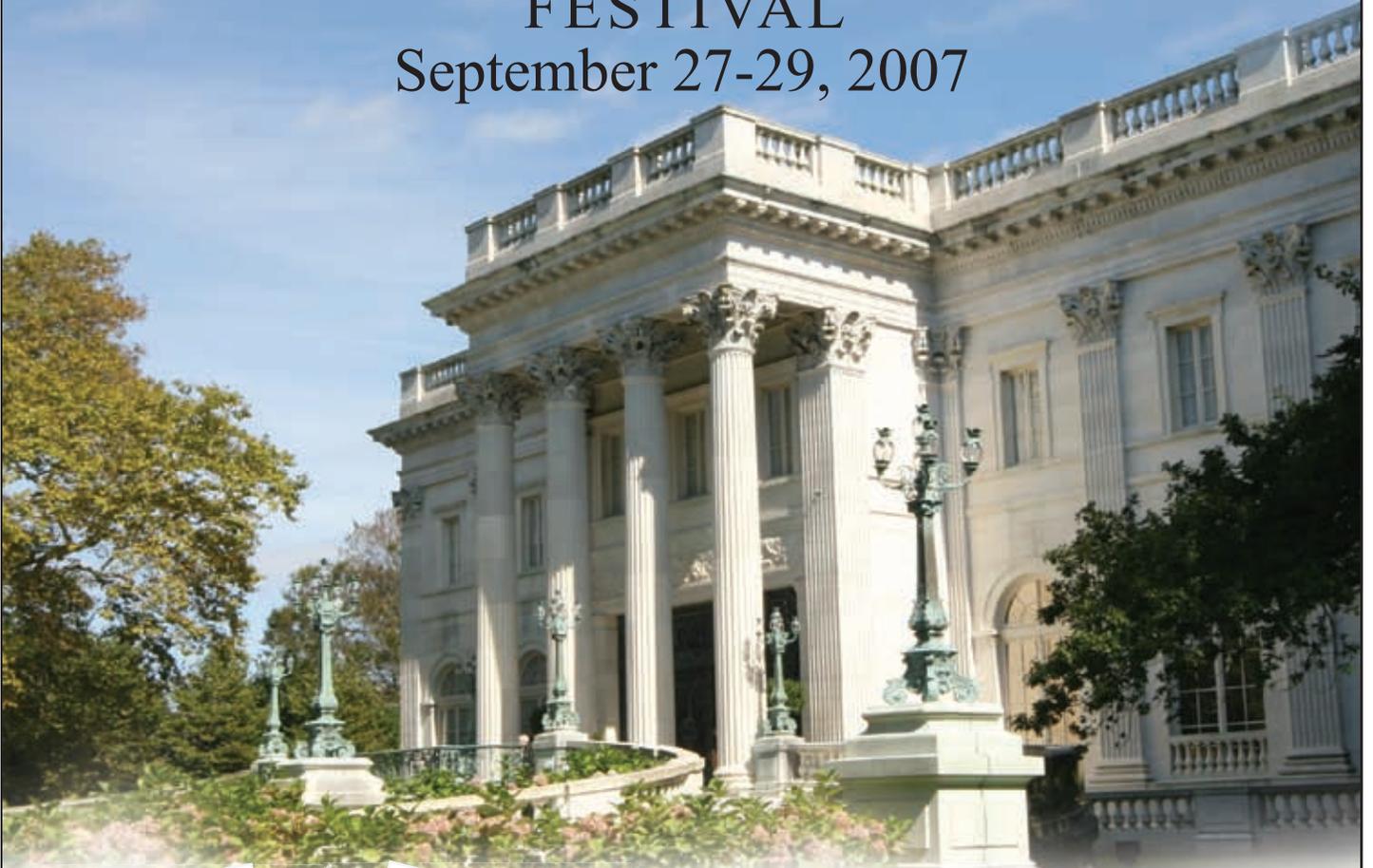
**Steve Ross**  
49 Village Brook Lane  
Natick, MA 01760

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

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September 27-29, 2007



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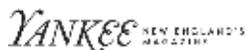
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*The Preservation Society of Newport County*



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# 22<sup>nd</sup> Anniversary Zone One Autocross



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

## The Event

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

## Cost

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

## Hotels

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

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

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

## Event Contacts

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

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

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

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

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

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

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



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

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

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

### Directions to Fort Devens

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

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

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

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](http://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](http://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](http://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](http://www.greenvale.com)) in Portsmouth, RI and Newport Vineyards ([www.newportvineyards.com](http://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](mailto: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 (4<sup>th</sup> 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 2<sup>nd</sup> 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.

## NER's Annual Gala Event - The "Annual Dinner" Saturday, December 1st

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 banqueting rooms of the Andover Country Club.

Dust off those tuxedos and evening dresses, practice those 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 is 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 holiday tradition, cocktails and hors d'ourves will begin at 6:00 PM, followed by dinner at 7:00. The festivities will continue until we get thrown out on the far side of 11:00.

Tickets to the Dinner Gala are \$55.00 per person if payment is received by November 23, 2007 and \$65.00 thereafter. Note that our Gala is early this year since the first Saturday in December is December 1! Keep you eye on the Nor'easter; a full description with directions, menu choices, and a reservation form should appear in our October issue! Contact Win Perry at [wperry@winbro.com](mailto:wperry@winbro.com) or 781-933-5300 x 104 with any questions or suggestions.



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

Heffentlich, 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](mailto: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](mailto:wperry@winbro.com).

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

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

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



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We look forward to seeing you.

# Porsche News

Copy & Photos Courtesy of Porsche Cars North America

## Porsche to Unveil Limited Edition Cayman S

ATLANTA, August 14, 2007--- Thirty-five years ago Ferdinand Alexander Porsche, architect of the classic design of the Porsche 911, launched the Porsche Design Studio. Among his first signature creations was the Chronograph 1, a special timepiece in a stylish black finish, a most striking design element of its day. Porsche commemorates this innovative design with the unveiling of its classic black Cayman S Porsche Design Edition 1 at the Frankfurt Auto Show in September.

The quintessential craftsmanship of the Chronograph 1 is retold in every design element of the mid-engine 295-hp Cayman S Porsche Design Edition 1. The exterior is painted solid black with matte black design stripes. The interior is also inspired by the classy layout of the Chronograph 1 with black leather and Alcantara upholstery, sleek instrument dials and several black painted features. The Porsche crest embossed on the headrests and the elegant Limited Edition insignia on the glove compartment lid add impeccable refinement. But perhaps the vehicle's most unusual standard accessory and a compelling tribute to Porsche Design's multitude of design achievements is the



elegant briefcase that comes with every vehicle, and contains a quartz chronograph, pocket knife, pair of sunglasses, writing pen and key ring, all created by Porsche Design.

Only 777 Cayman S Porsche Design Edition 1 models will be available to consumers worldwide. 250 of them are earmarked for the North American market and will come to Porsche dealerships in the U.S. and Canada in the first half of 2008, at a



base price of \$69,900 in the U.S., with the Canadian pricing to be announced later.

The Porsche Design Studio was launched by Ferdinand Alexander Porsche in 1972 to create and market a range of sophisticated accessories under the Porsche Design brand. It is recognized internationally as a leader in industrial design, luxury items and consumer goods.

#### PORSCHE ANNOUNCES NEW LIMITED EDITION BOXSTER

ATLANTA, August 9, 2007 - Porsche's all-new orange 2008 Limited Edition Boxster and Boxster S will soon be stirring excitement around the country with a stylish design and competitive pricing starting at \$49,900 USD and \$59,900 USD, respectively. With the first Limited Edition being displayed at a special sneak preview at the NY Auto this past spring where it received a rave reception, the 500 eagerly anticipated Orange Boxster and Boxster S models will go on sale in dealerships on September 28, 2007 throughout the U.S.

Clad in striking orange paint, a color previously featured only with the track ready Porsche 911 GT3 RS, the Limited Edition

Boxster is as well-built as it is eye-catching and even includes a special "Limited Edition" plaque in the glove compartment. It touts a sport exhaust system and safety bars, designed to help protect occupants, are dressed in orange paint. And the Sport-Design package that includes spoiler lips in the front, an automatically extending and redesigned rear spoiler, and modified rear trim with integrated diffuser provides a more stunning and sporty appearance.

Complementing the orange paint are several eye-catching elements in black including black painted alloy wheels—with large 18 inch standard on the Boxster and 19-inch standard on the Boxster S—striking black exterior side mirrors, black front and side air inlets, all of which tastefully compliment the car's model designation in black on the rear deck and a black convertible top. Black carries over to the seats, carpet, dash, door panels and other surrounding soft surfaces. Adding to the performance theme is the use of Alcantara trim, a suede-like material used on performance Porsches like the 911 GT3 and 911 GT3 RS. Alcantara is pleasant to touch, but it also helps occupants stay planted in the interior during sporty driving.

*continued on page 41*

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# Cruisin' The Charles: NER Rides The Ducks

Copy & Photos By Win Perry

Despite the exceptionally fine summer day, or rather, perhaps because of the exceptionally fine day, it was a small band of NER quackers who gathered at Boston's Museum of Science for our second annual August Cruise. Rumor and anecdote suggest that Northeast Region members are allergic to events sited in Boston. This may be true, but it's too bad, as there are lots of good times to be had in Beantown.

Those of us who showed were welcomed onto a Guards Red bona fide WW II vintage Duck christened The Tub of the Hub. Our captain was "Paul from Revere", who in addition to wearing the tri-cornered hat necessitated by his moniker, had a running line of information, misinformation, jokes and insults about our surroundings. First, according to Captain Paul, our Duck is really a "DUKW". In impenetrable army jargon, D somehow refers to its date of introduction (1942), U stands for utility vehicle (that seems reasonably clear), K indicates all wheel drive (huh?), and W means it has two rear axles (completely obvious). In WW II trim, our Duck would have been devoid of all the comfy seats, crewed by Sea Bees, and chock full of soldiers and gear. In our case, given the light load, each of us had a choice of window seats.

Paul threw the Duck into rear wheel drive, and crossed from Cambridge to Boston's no longer existing West End, now mostly the unloved City Hall Plaza, and headed towards Faneuil Hall and the old State House. Although now seemingly in the middle of Boston, in Colonial times, this was the location of Long Wharf, once the third busiest port in the British Empire. We motored along past Revolutionary War landmarks: the old burial ground, the Boston Massacre site, the Common, and then headed for the Back Bay. Although I knew this was all landfill, I hadn't realized that building the Back Bay took 40 years. Maybe the Big Dig isn't such a big deal. After ogling Newbury Street, we motored up Beacon Hill past the statehouse (and, of course the Cheers pub), eventually making our way to Charlestown with Old Ironsides and the wrongly named Bunker Hill monument.



Captain Paul from Revere

Then it was back towards the Museum of Science and the small boat ramp used by the Ducks to dip into the Charles. This new ramp was built two years ago. Paul said it cost \$1.3 million and must have been built by the same people who built the big dig. We disabled the drive to the axles, started the propeller, and coasted down the ramp, entering the Charles in the lower basin, which pre-1970 would have been Boston Harbor. Now, with the final locks further downstream, it's still the Charles. The Duck made quite a splash, and then motored on in rather stately fashion. For about 20 minutes, we cruised through the lower and upper basins, past Mass General, the Hatch Shell, the boat clubs, and Cambridge. As is usual for such a nice day,

*continued on page 40*



Our ride for the trip - The Tub of the Hub



From left: Steve Ross, Fred Cowen, Nick Effremow, and Joyce Brinton

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# Stiff Competition At Autocross #3

Copy By Steve Ross, Photos

For our third autocross of the 2007 season another 70 entrant showing with again gorgeous cool but sunny weather greeting the assembled Autocrossers at Devens. Sponsor for this event was Firefly's owned by NER member Steve Uliss, who graciously provided gift certificate coupons to all entrants. Course designers Ron Mann and assistant Noel Swartz utilized the far end of the runway nearest the National Guard outpost to create a fast yet safe and most importantly easy to follow (read very few off courses) challenge for the troops.

Bright and early our crack registration team of Don Wolcott, Nann W. with Registrar in training, Jon Cowen, whisked the entrants through the line, while the ever reliable George Rouhart and Neil Halbert make easy work of teching the entrant's cars. Runs started at about 10:15 and we were done with the first group by lunchtime, graciously organized by "lunch lady" Suzy Ascher.

We had some great contests going on in various classes but the closest by far was the class seven 911SC's of Chris Ryan and Bob Cantor, both of whom joined NER a mere 3 years ago, but now are running neck and neck with each other at the top of the class once dominated by Brian Laws. This time it was Chris's time that took the win by a mere 74 hundredths of a second. How close is that, snap your fingers, that's a second, now do the division, and this is over a one and a quarter minute course. Another really close finish was the rather large class two for 944 and

924 S Porsches, where former professional driver, Paul Tosi, barely edged out Lisa Roche in the Joe Kraetsch 924S by a mere 1/2 second, she besting her co-driver Joe by almost two seconds. Class 9SS saw some more close competition as Cuan Coulter edged out fellow Boxster S competitor Craig Crossley by a mere .3 seconds tightening up this year to date rivalry.

With hubby Mark now co-driving a GT3 that rumor has it he may buy sometime in the future, Sigrid Schnoerr bested long time autoxer Tom Tate by over a second to take the lead for year end honors in class one. Neil Halbert in class four and Don Wolcott in class five both had easy times dispatching competition by 15 and three seconds respectively. Fran O'Day was again unchallenged in class six with his 914-6 and Jon Cowen driving with a painful clutch foot sustained in an injury managed to show dad the fast way around the course by almost three seconds.

The author copped his 3<sup>rd</sup> win of the year easily besting Igor Propopiw (Boxster) and Suzy Ascher along the way. Another single entrant class 10 saw Gregg Osche take honors with his Boxster S while our Membership Chairman, in his "Viper Green" 911 took a two second win in the lightly attended class 11.



## Standings - 2007 NER Autocross Series - After 3 of 5 Events

Class	Place	Name	Car	Points
1	1	T, Tate	914	18
	2	S. Schnoerr	914	15
2	1	P Tosi	944	27
	2	L. Roche	924S	16
	3	J. Kraetsch	924S	14
4	1	N. Halbert	944S2	18
	2	J. Saunders	944S2	15
5	1	D. Wolcott	968	23
	2	G. Rouhart	968	15
6	1	F. O'Day	914-6	27
7	1	C. Ryan	911	21
	2	R. Canter	911	19
8	1	J. Cowen	Boxster	18
	2	F. Cowen	Boxster	12
8SS	1	S. Ross	Boxster	27
	2	Suzy Ascher	Boxster	10

Class	Place	Name	Car	Points
9	1	G. Osche	Boxster S	27
9SS	1	C. Crossley	Boxster S	15
	2	C. Coulter	Boxster S	15
10	1	J. Cole	911	15
	2	J. Bergen	911	15
	3	C. Skaubitis	RSA	12
11	1	G. Dominiak	993	27
11SS	1	R. Warren	997	22
	2	D. Demaine	996	18
12	1	D. Grant	GT3	24
	2	M. Schnoerr	GT3	9
13	1	S. Berry	944S2	18
	2	S. Smith	944	15
14	1	C. Stromeyer	993TT	24
	2	M. Skala	914-6	21
15	1	R. Mann	911	27

# Results Autocross #3

# Sponsor



Class	Place	Driver	Model	FTD
1	1	Sigrid Schnoerr	914	1:19.924
	2	Tom Tate	914	1:20.728
	3	Richard Towle	914	1:21.125
2	1	Paul Tosi	996	1:20.426
	2	Lisa Roche	944	1:20.991
	3	Joe Kraetsch	924S	1:22.656
	4	Michael Tosi	924S	1:22.788
	5	David Case	944	1:26.115
	6	M Moushon	944	1:29.970
	7	Michael Orsini		1:43.620
	8	John MacDonald		DSQ
4	1	Neil Halbert	944 S2	1:26.333
	2	Jack Saunders	944	1:40.533
5	1	Don Wolcott	968	1:21.836
	2	George Rouhart	968	1:24.764
	3	Betsy Rouhart	968	1:32.493
6	1	Francis O'Day	916-6	1:31.554
7	1	Chris Ryan	911	1:23.299
	2	Robert Canter	911	1:23.373
	3	Brian Laws	911 SC	1:23.672
	4	Jim Wogan	911	1:29.886
	5	Gerald Fitton	911 SC	1:31.485
	6	Jeff Johnson	911	1:34.988
	7	Bob Sandfort	911	1:35.619
8	1	J Cowen	Boxster	1:18.580
	2	Fred Cowen	Boxster	1:21.412
	3	Stephen Keen	Boxster	1:22.081
	4	James Carolan	Boxster	1:22.531
	5	Miriam Dunster	Boxster	1:33.208
8SS	1	Steve Ross	Boxster	1:21.750
	2	Igor Prokopiw	Boxster	1:30.551
	3	Suzy Ascher	Boxster	1:30.664
	4	Deborah William	Boxster	1:31.947
	5	Mary Chevalier	Boxster	1:32.328
9	1	Greg Osche	Boxster S	1:20.829

Class	Place	Driver	Model	FTD
9SS	1	Cuan Coulter	Boxster S	1:25.050
	2	Craig Crossley	Boxster S	1:25.377
	3	Carol Hottenrott	Boxster S	1:27.801
	4	Lee Coulter	Boxster S	1:28.104
10	1	John Bergen	911 C2	1:28.051
	2	C Skaubitis	911 RSA	1:30.890
11	1	George Dominiak	993	1:17.790
	2	Jack Kelly		1:22.307
11SS	1	T Geldmacher	911	1:22.473
	2	Dick Deamine	996	1:22.915
	3	Roger Warren	997S	1:23.286
	4	Bill Davison		1:26.517
	5	Brian Cooner		1:26.963
	6	Noah Parekh		1:27.926
	7	Clarke Bayley		1:28.425
	8	G Champagne	996	1:28.697
	9	C Geldmacher	911	1:30..923
	10	Len Ho		
12	1	Mark Schnoerr	GT3	1:17.897
	2	Dave Grant	GT3	1:22.625
13	1	Steve Smith	944	1:25.750-
	2	Bob Ellis		944
14	1	C Stromeyer	911TT	1:17.400-
	2	Mark Skala	914-6	1:18.002
	3	Bill Caterino	Boxster	1:21.559
	4	Jon Swanson	911	1:23.980
	5	E Swanson	911	1:30.267
15	1	Ronald Mann	911	1:16.046-
	2	J Hendrickson	914-6	1:24.458
	3	Philip Rudnick		1:29.272
	4	Paolo Incampo	Cayman	1:31.633
16	1	Bill Seymour	S7	1:16.197-
	2	Mike Stukalin	Miata	1:18.024
	3	Tom Gurski	968	1:18.998
	4	S Lefebvre		1:23.033

continued on page 30

**Autocross** - continued from page 29

Similarly George Dominiak's 993 was a strong finisher for his 3<sup>rd</sup> win of the year by four plus seconds over Jack Kelly's similar mount.

Over in the always large class 11SS, an upset as newcomer Teddy Geldmacher in a gorgeous 997-based C4S edged out Dick Demaine's 996 mount by a mere 1/2 second and two time winner Roger Warren had to settle for third with his 997 amongst 10 entries. As previously mentioned Mark Schnoerr is driving the GT3 of Dave Grant whom he again aced for the win.

In the Improved class Steve Smith easily ousted Bob Ellis in a 944 shootout of four cylinder cars by seven plus seconds. This week was Charles Stromeyer's time to take top honors garnering second fastest Porsche time a full .6 seconds ahead of his adversary Mark Skala, Charles in his '96 993 Turbo and Mark in his 1970 914-6 both in the Improved 6 cylinder class. Finally our course designer and Activities VP Ron Mann took well to his own course by posting an FTD time of 1:16.0 besting even the non-Porsche of Bill Seymour by a nearly .2 seconds.

Next up our event on September 8, sponsored by our good friends at Ira Porsche same place same time.

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# NER Drive's The "Glen"

Copy By Dave Weber, Photos By Dave Weber & John Bergen

Combine perfect weather with lots of open track and what you get is a great deal of fun on one of the United States premier race tracks, Watkins Glen. NER's annual trip to the Glen takes place in late July, on a Wednesday and Thursday (not ideal, but the best dates we can get from track management), and so it did this year. Some 70-75 participants signed up for the two-day event, and they were given plenty of on track time with which to master this challenging race track.

DE chair Laurie Jitts and his team were smoothly functioning on both days, keeping to the published schedule, while dealing with some track management imposed restrictions. The previous weekend at the Glen featured the region's annual wine festival which apparently attracts a very large crowd. By the time our group arrived the cleanup was still underway. The garage area we normally use was not available so event participants set up camp on a nearby well marked paved paddock space.

Over the course of the two-day event participants were given four opportunities each day to drive the course in sessions lasting approximately twenty-five minutes. New to DE participants were provided with instructors to help them develop their skills in high performance driving. On the second day an "Enduro" run group was scheduled for Red and Black run group drivers. This ninety minute run group session is popular with many advanced run group drivers, as it affords them the opportunity



Firefly's prepared a fantastic dinner for participants



A rare site at DE events - a brand new 997 GT3 RS coming on to the main straight



The Firefly's truck came all the way from Boston



Green run group participants drive with instructors in the car



A gorgeous 996 Cab at the off-camber left hander



Laurie Jitts & Peter Donohogue lead the driver's meeting



Hans Peter Schaeffer in his 996 GT3

**Special Thanks To Steve Uliss & Firefly's & Jerry Pellegrino & European Performance Engineering For Their Support OF NER's Watkins Glen Event**



*Relaxing between run groups*



*John Bergen shows how little you need to participate*

to experience the demands of longer on track time, while attempting to maintain consistent lap times.

Between day one and day two our event sponsors **European Performance Engineering** and **Firefly's Restaurants** hosted an evening barbeque at a local park. Steve Uliss (NER member and owner of Firefly's) and his staff out did themselves preparing a grand buffet of summer classics. Our thanks go to Steve and Jerry for their generous support of our event at the Glen.

The drive home after two intense days at the track is always challenging, as you're exhausted after concentrating for several hours on the track and the time spent repacking everything. Fortunately the memories of your time spent with friends engaged in a truly exciting activity keeps you going, that and the knowledge that you get to do it again a few weeks later, at yet another classic race track – Mosport.



**From the Wife's perspective...**

*By Dot Bergen*

This past spring, my husband asked me if our two boys (ages 8 and 11) and I would like to accompany him to a Porsche event held at Mont-Tremblant during July. Thinking that Mont-Tremblant was a new French restaurant that had recently opened in Boston, I instantly agreed. Weeks later, I heard the words "Mont-Tremblant" and "Canada" being used in the same sentence, and I became concerned. Where exactly was this French restaurant? What had I signed up for?

In fact, I had unknowingly signed up for three solid days of family fun and entertainment. The Mont-Tremblant Resort, located about 1.5 hours past Montreal, is fashioned after a European village, with shops, restaurants and entertainment sprinkled throughout the living space. Stepping out of the hotel is like stepping into a carnival. Within an hour of arriving at our destination, we were lugging down the mountain, the boys squealing with delight. Over the next three days, our activities included rock climbing, bungee jumping, swimming, horseback riding, gondola rides to the top of the mountain and, of course, more lugging. We were entertained by magicians, tried our hands at juggling, ate fantastic meals and listened to great music (the Blues Fest was in town). But the best part of all was the time we spent at the track.

On one of the days, we were signed up to participate in "A Taste of the Track" which meant that we could ride on the track with my husband during lunch. Not knowing how much the kids would enjoy the track, my plan was to arrive minutes before our scheduled ride and head straight back to the resort when it was over. Life is full of surprises. With so many cars to watch, and so many drivers to talk to, the kids were in their glory. We ended up staying for the entire afternoon.

The following day, I got to ride on the track with an instructor. Donning my husband's helmet, I clicked into the five-point harness, switched on the communication set and had the ride of my life. After the first two laps, I even relaxed enough to open my eyes. It was terrifying and terrific all at the same time. And now I understand why people get hooked on driver education. The adrenalin rush of performing surgical maneuvers on the track at incredible speeds has to be one of the most gratifying experiences of a lifetime. This Porsche event proved to be one of the best vacations we have had in recent years. As we were pulling away from the resort to head for home, the kids asked, "Can we come back next year?" My husband and I looked at each other and replied, "You bet!" r



The blow up doll in the back seat was a crowd hit

was attached a trailer. Three of the four were travel trailers, the largest perhaps 18 feet, the smallest perhaps nine. The fourth entrant, the crowd favorite, was a Chevy, of course, a Cavalier, not so of course, with a four-foot flatbed in tow, sporting a half-dozen very colorful children's toys, each resembling a lawn care implement. The purpose of this was announced in spray paint scrawl on the side of the trailer, which read, in blood red letters, 'Eric's Landscaping Service'. The other four cars involved were charged with defending their teammates' trailers, while at the same time trying to destroy the trailers of the other participants.

Midway through the 12-lap race, the only unscathed entrant, the Cavalier, led handily. Racing, the unfair advantage! Apparently the rules committee had neglected to specify a minimum trailer size and, of course, this wag bent the rules sufficiently to become virtually untouchable. Indeed, by race end, all the other boxes had either been demolished or, in the case of the largest trailer, the living quarters had simply been knocked straight off its frame. The severed condo landed relatively intact on its side directly at the apex of turn one. The Cavalier, viciously victorious, took its parade lap, checkered flag in hand.

Upon completing the obligatory parade lap, the diminutive Chevy, full of delusions of grandeur after its total annihilation of the field, took dead aim on the sad, now homeless, home away from home that lay helpless, dead on line. The Chev's motor revved to the breaking point, it slammed straight into the box. After a second or so, he burst through the other side, the ensuing explosion rendering half the crowd immobile from laughter with the other half jumping up and down and cheering wildly. With the Cavalier's triumphant emergence from what once was the roof, the ex-camper collapsed in a smoking heap. The result thoroughly resembled a huge pile of kindling that in the now dearly departed's hey day would have constituted the basis for a huge bonfire, undoubtedly used to roast the culinary classics of its era, namely marshmallows and wienies. Ashes to ashes. The cleanup crew matter-of-factly

broomed the mess over the curbing and onto the infield grass. Dust to dust.

I could on and on, about the blow up doll, half out the rear passenger window of a Mercury four-door, arms outstretched, pleading vainly to the crowd to release her from the clutches of the mad man at the wheel, or about the announcers ragging on those drivers who behaved less than recklessly. And of course throughout it all, the mad, metal-crunching, gasoline-laced blood lust of the crowd. It wouldn't do any good; you'll just have to see it for yourself. And if any of you have or know where I can find a dirty old high-mileage AMC Pacer, let me know. Until next month, I bid you peace.

---

**Upshifting-** continued from page 5

- The easiest way to find something lost around the house is to buy a replacement.
- Never take life seriously. Nobody gets out alive anyway.
- There are two kinds of pedestrians: the quick and the dead.
- Life is sexually transmitted.
- Health is merely the slowest possible rate at which one can die.
- The only difference between a rut and a grave is the depth.
- Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.
- Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they used to?
- Whenever I feel blue, I start breathing again.
- All of us could take a lesson from the weather. It pays no attention to criticism.
- In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.
- How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?
- Who was the first person to look at a cow and say, "I think I'll squeeze these dangly things here, and drink whatever comes out?"
- Who was the first person to say, "See that chicken there?"
- 'm gonna eat the next thing that comes outta its butt."
- If electricity comes from electrons, does morality come from morons?
- Do illiterate people get the full effect of Alphabet Soup?
- Why doesn't glue stick to the inside of the bottle?

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

Almost immediately after returning home, it was time for NER's second autocross. My son Luke joined me, and it was off to Devens early Saturday morning. Ron Mann had designed another great course. This layout was entirely free of gimmicks, but still challenging with lots of speed changes required to navigate the corners. We passed a milestone here. For the first time, Luke beat me. He really put it all together for his last run and was almost two seconds quicker. Of course I went all out on my last run to reclaim the best time. I was really haulin', except for that spin in the last slalom!

Only a few days later, it was back to Canada and Mont Tremblant for another three-day DE, this one run by North Country and Connecticut Valley regions. The drive up was not auspicious. More rain. The dampness continued through day one (although, again, it was drivable), but then the weather turned glorious. PCA must have decided that I am a ladies' man. This was the third consecutive DE (three different regions) at which I was assigned a woman student. R (name obscured to protect...) was clearly not intimidated by speed, and had a good understanding of the track-modified 993 she shared with her finance. By the second day, and with the dry weather, we were whizzing around the track and R was driving a good line. There were a couple of corners where I indicated that she was carrying too much speed into the corner, the carrousel (a 180° half circle) in particular. You know, "slow in, fast out" and all that. I was teaching a late, single apex line through this corner, as suggested in Rennsport Region's write-up of the track. Going into the carrousel, I kept saying "R, that's pretty hot," but she replied, "I can hold it," and indeed she showed no tendency to lift off the throttle of the 911. A couple of laps later, however, after entering the carrousel even faster, I said "R, drive off straight" because the rear was already swinging out and there was no way the car would hold. We were still sliding when we hit the grass, and went into a classic 911 spin, hitting the wall square-on, backwards with a thud. The car recoiled forward to the edge of the track. As we spun, R had put both feet in, and held them there. The engine was still running, so I asked her to put the car in reverse back into the grass and kill the engine. We gave a thumbs-up to a nearby flagger and waited in the car, seat belts on, for the cavalry to arrive. After the track was cleared, the steward showed up in an SUV. We started the engine, and saw no signs of leaking oil. Just to be safe, we drove back to the pits well off line. Arriving back in the paddock, we found Dan, who owns the Hairy Dog Garage and services the 993. The Hairy Dog must be The Place for CVR. Not only did Dan bring a big six-car stacker trailer full of customer cars to the DE, but the paddock was also full of cars wearing Hairy Dog decals. Dan comes up and studies the rear of the car. After a while he mutters: "I've seen worse." Then he tapes up the broken plastic, and with a huge pair of pliers opens up an exhaust pipe tip which was mostly closed by the

impact. Next he asks R's fiancé (who is incredibly calm and cool about all this) to take the car out on the track and see how it drives. Turns out it drives just fine. I ask R if she would prefer a different instructor, and she replies that she hopes I am still willing to take her out. My feeling is: you fall off a horse, you get back on.

So, we're off for the next session, but now I am teaching a different line for the Carrousel. The low horsepower line I use with the Boxster. Brake early, get tight on the first apex, and unwind the wheel while getting on the throttle. I use it because I can get on the gas earlier and actually have some power when I climb the hill at the end of the carrousel. This new line gets R on the brakes earlier and gets our speed down at turn-in. The final day is also gorgeous, and we're really driving the track well. As the afternoon progresses, so does our entrance speed into the carrousel. I remind R to drive slow in, fast out. Halfway through the last session, as we turn in for our bete noir, I exclaim "you're pretty hot here" ... and around we go. This time, with the new line, we spin harmlessly onto the infield grass. I'll have to remember that. After the flagger gives us the go ahead, it's back on track and time to see the steward. He must have

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part of the track where I had been working. I didn't like that cone anyway!

Back at the staging area Ron gave me a few more words of wisdom before jumping out. I then went out and had a really good second run, cone free. My last run I was determined to push things to the limit. I was making excellent time until I came upon the slalom on the last straightaway. It's safe to say that I went into the slalom a tad too fast and by the second turn I knew the car was ready to break away. By the third turn the back end lost its battle with adhesion and broke away. I quickly went to two feet in and held the wheel steady. One hundred and eighty degrees later I was stopped and assessing the situation; I managed to get back on course and finish my run which turned out to be my second slowest without any hit cones. That was fun too in a different kind of way.

What a blast that day was. I was now thinking about how to get another event in and decided to try and get a few more days off to head out to Watkins Glen. All the planets must have been aligned because I was able to get the OK from both my wife and my boss. There was plenty to do to prepare; first I had to get a technical inspection, then I had to find a hotel/motel room, and finally I had to figure out how to get there from here.

Heck, I had 10 days to get it all done, plus I had an NER PCA board meeting in between. No problem!

So fast forward to July 24<sup>th</sup>, the day before the Watkins Glen DE event, I was at work in Boston and hoping to leave by 2:30 pm. This was an attempt on my part to beat traffic and arrive at my destination before they closed for the night. I was registered to stay at "The Chieftain." This is a AAA-approved motel that appeared to be fairly close to the track and the town of Watkins Glen. In talking with the proprietor she informed me that the main office closes at 10pm but that she would leave the key in my door if I got there later, interesting very interesting. Let's just say I wanted to arrive before 10pm and with Google estimating the driving time at 6 hours, I felt confident I would make it.

Of course shortly before leaving I noticed my Blackberry wasn't receiving any e-mails. This wasn't good since I really need to be connected just in case. I got my crack staff on to it and was hoping for a quick fix. One hour later I still hadn't left and it was quarter after three. Doh! I finally made it out of the office at 3:30pm and was on the MA Pike in no time. Thank God the drive was easy and that traffic around Albany wasn't too bad. I arrived at my motel by quarter to ten. The motel itself was

*continued on page 38*

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clean and I had a king size bed which was nice. I quickly ran out to the nearest convenience store and picked up some cold beer. I then settled in for the night and reviewed all the information I had brought with me about the track.

The next day I was up early and wanted to get a quick bite and arrive at the track as close to 6:30am as possible. Important piece of information for future visitors to Watkins Glen, there are no Dunkin Doughnuts on the main drag. I had to settle for Burger King, which isn't really the same, but they had hot coffee and Tropicana OJ.

One thing on my mind that I haven't mentioned was the weather. All the long range, multi day reports I had seen were calling for rain. I was prepared for the rain but I was really hoping for two days of dry weather.

I arrived at the track and performed the usual rituals: empty the car, clean the windows, jump in the tech line, yada yada yada. I also walked around and met a whole bunch of people who were parked near me. We were all anxious to start the day.

For me, this was my first trip to Watkins Glen. I lucked out and was able to get Bruce Hauben as my instructor again. He was interested in building upon what we had accomplished at LCMT, but the only caveat being he was only there for one day since he had to leave for some PCA Racing at Mosport. He assured me, however, that he would find me a suitable replacement for the second day; I wasn't worried.

Bruce also mentioned to me that he wasn't going to be driving his car that day. He said he wanted to take it easy before Mosport. I have to say I was a bit disappointed since I was hoping to get another ride in his car on this track. Anyway, on our first run of the day Bruce drove a few laps to show me the line and point out the visuals he wanted me to focus on. Watkins Glen does not have as many visuals as LCMT did, and the turns come up much faster, which required me to really pay attention while I was a passenger.

We then pitted and swapped places. Bruce reminded me to focus on being smooth and recommended taking it easy for the first lap. After the next two laps I was really beginning to like the track. It had a flow to it that once you were in the rhythm it just felt great. I was very excited about getting back out there and it must have rubbed off on Bruce since he decided he was going to drive with the red run group. He asked me if I wanted to tag along and I said of course.

It's always great to experience the track at speed. Bruce was able to power his way through turns where I was probably scrubbing off too much speed before the turns.

For the most part my next two runs were great. I was increasing my speed and concentrating on staying on the line. Bruce also got me to not brake before turn 10 and accelerate through the apex and track out. I did have a little trouble with turn one in that I was braking too much and turning too soon. But knowing what I was doing wrong was half the battle and I nailed it a few times in my third run.

For my last run of the day Bruce wanted me to run in Yellow/Blue. He told me he wanted me to drive my line and at my speed and not to try and chase any rabbits. He also said that his wife Joyce would be running with Yellow/Blue and that she was slow and I could pass her (yeah right).

So I did what Bruce said and drove my line and drove my speed. I did have several people pass me, including Joyce, but I managed to handle the faster traffic pretty well. I do have to admit that Yellow/Blue was much faster than Green. Afterwards, Bruce thought it best if I started out in Green the next day so my new instructor, Bob Cohen, could get a sense for how I drove and so I wouldn't have to worry too much about checking my mirrors.

That night all of the participants of the DE event were invited to a wonderful bar-b-q dinner hosted by a fellow NER member Steve Uliss and his restaurant, FireFly. The food was outstanding and we all enjoyed reliving the day's events. I had an excellent opportunity to talk with Bob Cohen about what to expect the next day. He asked me if I would be interested in riding with him during the Red Enduro in his Miata. Sounds like fun I said, count me in.

The next day found the weather still holding with only a slight chance of rain being predicted. I was hopeful that we would get a second full day of driving in and that I would be able to make the ride home rain free.

Today found three of my four runs happening before lunch. This was going to be fun and I was ready to get back on the track and improve upon my techniques. One specific thing I wanted to do was downshift to second gear before the "Toe of the Boot" so that I could benefit from more torque heading up to the "Sole of the Boot." During the first few laps of my first run Bob gave me a couple of things to work on that helped me tremendously.

One turn in particular was the sweeper after the "Bus Stop." Here Bob had me turning in gently a bit earlier, then tucking in to the apex while accelerating hard to the track-out point. This helped me gain both time and speed. I also was getting through turn one better, which enabled me to really get on the gas through turn two and then the esses. By the time I hit the back straightaway I was almost redlining in fourth gear.

When my morning runs were over Bob was ready to advance me to yellow for the afternoon. Before we ran with Yellow, however, Bob and I headed out in his Miata for the Enduro. Bob's Miata is a very cool car and it tends to eat up the curves on tracks. He explained to me that while he can't keep up with the Porsches on the straightaways, he can catch them in the turns. Of course today he had a 200 lb handicap being assessed to him in the form of me! But with good humor Bob attacked the track and showed me how things were done in a Miata. Since the Miata is a front-engine, rear-wheel drive car, he tended to do a few things differently. He also didn't brake as much for the turns. We had a blast and Bob managed to pass a

few cars, earning himself some bonus points.

After the Enduro I headed back to my car to get ready for the Yellow run group. I was lucky enough to know some of the Yellow/Blue drivers since there were at least four of them near me in the parking lot. They were a great group of guys and gave me some words of encouragement. When the time came to head out I waited 'til the second call for staging so as to allow most of the group to stage in front of me. The run went great and I was much faster this time out than I was the day before. I managed to pass a few people too, which brought a smile to my face.

Well, I could go on and on but I think I have rambled on long enough. My next events will be an autocross at Fort Devens and a DE at NHIS. I hope to see many of you there.

---

**Four Speeds** - continued from page 6

always goes back on and doesn't lose the station but it's still annoying if it's in the middle of a song. Especially one of those country music numbers. I always like to hear how things turn out in those songs even if I've heard them before.

Big Red (that's the '85 BMW M6) has a new front spoiler waiting for it in the garage. Years ago (I've only had it for 15 years) someone put an aftermarket spoiler on it. Probably to replace an original that was damaged when they found out what a real one cost. It's always bothered me that the fog lights are inset on the spoiler not mounted flush like they should be done. A while back one showed up on eBay and I did a last minute bid and got it for short money. Shipping was easy because that co-driver I mentioned before was on Long Island last month and scooped it up from the seller. He did have to disassemble the unit to get it into the 914 he was driving; even so it stuck out the roof. Thank the Lord for good weather. It went off to the paint shop and I've reassembled it with all the supports and lights. Now I have a bright red spoiler hanging on the wall just waiting to go on the car. That should be a one evening job but we'll see. Somehow I'm able to drag the easy jobs out; it makes it more fun, at least for me. When I'm all done I'm sure that it will look exactly the way it should but I'll probably be the only

one that knows.

I have a chalkboard in the garage where I have the cars listed and a place for any items that need attention on each car. As I walked by the board the other night I noticed that there weren't any items listed. As you can see from the discussion above I don't lack for things that need fixing. I guess I just don't want some chalkboard telling me what to do. Or maybe I don't want to see how long the list is in writing. Or just maybe I don't want anyone else to see how long my list has gotten. KTF

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project was completed. A number of times I've changed lanes because I encountered a sign indicating a lane closure, only to realize a few miles down the road that the work on that particular stretch was completed a long time ago. I've also slowed down any number of times for "construction zones" only to discover that no work was being done and hadn't been done for sometime. Drive I-95 south from Savanna, GA; along the way you'll be advised of a construction zone and the need to reduce speed. You'll see lots of orange barrels on the side of the road stretching for maybe ten miles. You will not see any construction equipment or workers. In a couple of places you'll see an indication that at one time they must have contemplated adding additional lanes to the highway, but those lanes are not being used for anything other than as a storage place for exploded truck tire remains.

My final category covers a wide range of signage issues, including signs poorly located (and hence hard to find), unclear signs, and missing signs. A simple example of the poorly located sign starts with the street sign for the road I live on. The Parish Lane sign is located high up on a telephone pole past the intersection for my street if you're coming from the east. For all intents and purposes it might as well not be there at all, as nearly everyone who looks for our street claims they never saw the sign.

In this category falls freeway entrance signs that don't give you a clue as to which lane you need to be in to make a turn and signs that indicate the road for which you're looking but don't indicate which way you need to turn. Near Brunswick, GA is an entrance onto I-95 north or south. No signage exists to tell you whether you should be in the left hand lane to enter the southbound ramp or the right hand lane. So of course everyone

necessary signage that would indicate where I needed to drive either was missing or misleading (despite all the money spent on Big Dig related projects!).

Do we need lots of money to fix many of these problems? I think not. Pulling out no longer used and now dangerous poles can't cost all that much. Adding a pointer to an existing sign can't be that expensive. Picking up signs that are no longer needed certainly can't be that burdensome; the highway workers have to be driving by those signs much like we do. Replacing faded signs will require some investment, but isn't that a good thing if it prevents a fatal accident from occurring due to a stop sign that is no longer red?

Finally, the scene in front of the Rowley, MA police station would surely look better if it wasn't cluttered up with a whole bunch of No Parking signs that weren't needed at all. How much money is spent each year putting up unnecessary signs?

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**Check Your Mirrors** - continued from page 35

been in a very good mood, because he sends us back onto the track. The session ends without further incident and our day is done. This time there's no rain, but it's still a long drive home.

The next week, it's time for NER's Watkins Glen DE. Hard to believe, but I'm starting to feel tracked out. In fact, there wasn't much to write about Watkins Glen. Perfect weather, a great barbeque provided by Steve Uliss and FireFly, remarkable driving by my first-time-at-a-DE student, Chris Osche (son of NER autocross stalwart Greg). There was that matter of a punctured rear track tire while I was showing Chris the line during a white-black run group session. But, enough for now.

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**Duck Tour** - continued from page 26

the upper basin was full of sailboats and motorboats. Passing under a rather rusty Longfellow Bridge, it was hard not to think of the recently collapsed bridge in Minneapolis. When we had returned to the ramp, Paul selected four-wheel drive, kept the propeller running, and pulled us smoothly out and up the steep ramp. In a few minutes we were back at the Science Museum.

The plan had been to finish off with lunch at the Museum cafeteria for those so inclined. However, plans can change, and our remnant decided that if we're doing Boston landmarks, why not lunch at Durgin Park. Why not indeed? So off we went.

new to the area makes that decision when they can see the ramp arrangement, resulting in many last minute lane changes.

Missing street signs are an epidemic in nearly every community. Apparently they are frequently stolen; for what reason I've never quite understood. Of what value is a Parish Lane street sign, for example? Just the other day we were driving around in downtown Boston, during which time I managed to be in the wrong lane four or five times because the



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

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

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

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

## 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.

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

*Porsche News* - continued from page 25

Alcantara trim is used on seat inserts, the three-spoke steering wheel from the 911 GT3 and 911 GT3 RS, and handbrake lever on vehicles with manual transmission.

To further tie the interior and exterior, Porsche designers added touches of bright orange to interior trim pieces such as the door lever surrounds and the trim panel that covers the dash-mounted cup holders. Even the shift pattern on the gear shift lever is orange.



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## Welcome New Members

Mark Abbott  
Emma Abbott  
Concord MA  
2007 911S

William Abernethy  
Hopkinton MA  
2003 911

Thomas Aldous  
Hoa Aldous  
Rehoboth MA  
1982 930

Scott Asadorian  
North Kingstown RI  
2007 BoxsterS

Ralph Billington  
Uxbridge MA  
1989 944S

Greg Bowles  
Plymouth MA  
2006 CaymanS

Dana Crowe  
Billerica MA  
2006 CaymanS

Lou DiRienzo  
Mary DiRienzo  
Portsmouth RI  
2007 911C

Jeffrey Doolan  
Southborough MA  
2001 996

Wayne Eddy  
Hopkinton MA  
2007 911T

Mark Galante  
Robin Galante  
Framingham MA  
2003 911

Nick Guise  
Cathy Guise  
Andover MA  
2006 BoxsterS

Robert Henriques  
Jane Singer  
Gloucester MA  
2003 911

Michael Jerry  
Hartford CT  
1999 996

Geoff Kronik  
I-Min Lee  
Brookline MA  
2007 Cayman S

Peter LaVita  
Carrie LaVita  
Topsfield MA  
2006 CayenneS  
Mostafa Lotfi  
Hopkinton MA  
2002 996

James McIntyre  
Millis MA  
1985 911

Michael Orsini  
Leominster MA  
1989 944

Robert Recchia  
Wendy Recchia  
North Kingstown RI  
2001 Boxster

Alan Rodgers  
Jacquelyn Rodgers  
Maynard MA  
1987 911

Allen Sisson  
Brent Sisson  
Medway MA  
2003 996

Peter Soper  
Wilmington MA  
1986 911T

Amalia Tagaris  
Brookline MA  
2006 Boxster s

Transfer In  
William D. Abernethy  
Hopkinton, MA  
From: Hudson Valley  
2003 911

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### Minutes - continued from page 8

Activities VP, Secretary and Treasurer positions.

NER celebrates its 50<sup>th</sup> Anniversary in 2009. A 50<sup>th</sup> Anniversary Committee has been formed and will report to the President on their activities. The committee is charged with putting together a calendar of events celebrating our 50<sup>th</sup> year. If there are any members wishing to participate in the 50<sup>th</sup> anniversary planning, please contact Michelle Wang, Joyce Brinton, Steve Boris, Steve Ross, Karen Cohen or Susana Weber. The committee will be reaching out to longtime members for their participation in the yearlong celebration.

On a final note, Dave noted the need for review of all regional communications to make sure they are clear and concise.

This meeting of the board was adjourned at 9:11 pm, with the next meeting to be held at the Bergen's on September 11<sup>th</sup>.

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<b>'06 Cayenne S Titanium Edition</b> Iceland Silver P6222	\$64,900	<b>'06 Cayenne Turbo S</b> Black P6206	\$111,600	<b>'07 911 Carrera Coupe</b> Black P7069	\$78,900
<b>'06 Cayman S</b> Carrara White P6170	\$58,900	<b>'07 Boxster</b> Black P7084	\$46,460	<b>'07 911 Carrera Cabriolet</b> Guards Red P7016	\$87,900
<b>'06 911 Carrera S</b> Atlas Gray P6159	\$82,600	<b>'07 Cayman</b> Guards Red P7076	\$49,400	<b>'08 Cayenne</b> Meteor Gray P8004	\$53,445
<b>'06 Cayenne Turbo S</b> Black P6219	\$111,600	<b>'07 Boxster S</b> Midnight Blue P7011	\$64,995	<b>'08 Cayenne S</b> Crystal Silver P8009	\$68,115

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