



Patriots Spring Tour

2008 NEW ENGLAND RAMBLE

Zone 1 Concours & Rally

THRILL RIDES @ HMS



THE NOR'EASTER

There is nothing permanent except change.

-Heraclitus (540-475 BC)



Date: May 2008

Event: The New and Familiar will merge at EPE.

Assignment: Maintain our high level of service and support during a period of Change.

We invite all our customers to hold us to the high level of personalized, professional service that they have come to expect from EPE. Our commitment to excellence for proper repair and maintenance remains unchanged... and will remain our number one priority. It will just happen in much more comfortable and efficient surroundings.



Out In The Passing Lane

Dave Weber



Honesty sometimes proves to be the wrong policy to follow; that's my conclusion after a recent experience Susana and I had coming home from a twelve-day vacation in St. Martin. While in St. Martin we purchased a new watch for Susana (I quickly claimed the purchase as my gift to her on the occasion of our 39th wedding anniversary). At the time of the purchase the salesperson noted that most people just wore their new watches as they passed through U.S. Customs, while at the same time not declaring their purchase for the purpose of duty collection.

I of course ignored his suggestion, as I was fully prepared to pay whatever duty might be due, firmly committed to following Customs' rules. I didn't know what the current per person allowances were, but I was pretty certain the duty fee wouldn't be all that significant. I filled out the Customs form, noting the full value of the watch purchase. We cleared Customs in San Juan, Puerto Rico, and that's where a bizarre sequence of events transpired. Our small plane from St.

Our total elapsed time to clear customs was forty-five minutes, and ten Customs agents were involved trying to collect our \$41 duty.

Martin probably held around fifty people, so it didn't take long for luggage to be collected by our group. Everyone in line in front of us moved quickly past the first agent who barely glanced at their Customs cards. Apparently none of them had any purchases in excess of the allowance, but when I presented out Customs card to the first Customs agent we encountered, things slowed down. She studied our card for a couple of minutes then wrote in big letters on the card that duty was due. We were instructed to proceed to another Customs station for calculation of the duty.

The Customs agent at the next station was totally unprepared for our arrival. He started shuffling paper and opening drawers, looking for an instruction manual that would give him guidance on how to calculate the fee due. When he couldn't locate a manual he solicited help from two other agents. Ten minutes later they'd located a manual that provided the information they needed. They then determined they needed a

calculator because, as they advised us, they didn't want to make a math error. When no calculator could be located, the second agent decided he'd do the math on paper. I inquired as to amount of the per person allowance, which he advised was \$800/person. He began the calculation by writing down \$800 + \$800 and after doing the arithmetic arrived at the sum total of \$1600. I'm stunned at that point that he needed to do that calculation on paper! His next step was to deduct \$1600 from our declared purchase price of \$2975. I advised that the net would be \$1375 but he still went ahead doing the arithmetic on paper once again.

The next step involved multiplying \$1375 by 3%, which apparently was beyond his math capabilities as he requested assistance from another agent. I tried to be helpful by advising him that the sum would be \$41.25, but my assistance was ignored. After several more minutes, it took three agents to settle on \$41.25 as the correct amount of duty due.

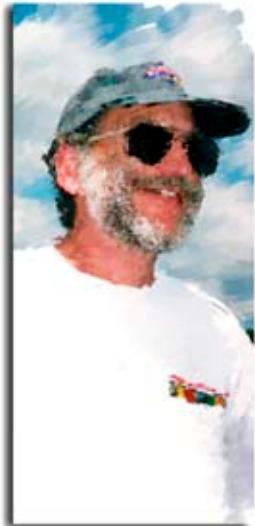
By this time, anyone on our flight had disappeared from the Customs area, leaving Susana and me and the entire Customs staff. We were led over to the cashier for payment of the duty. The glassed-in room contained four more agents and the computerized cash register. They were equally unprepared for our arrival. Things really got comical at this point as no one in the room could figure out how to enter the duty information and print out a receipt. I'm not exaggerating when I write that eventually six agents huddled around the monitor attempting to complete the transaction. Susana and I were making faces at each other as minutes ticked by. Finally, after maybe fifteen minutes, they gave up trying to provide a receipt (which I didn't request to begin with). I handed over \$45, which caused more problems, as the cash register didn't have \$4 in change. Finally one agent took cash out of his own wallet to make the change.

Our total elapsed time to clear Customs was forty-five minutes, and ten Customs agents were involved trying to collect out \$41 duty payment. We've concluded that vacationers to the Caribbean must not do much shopping, as no one in Customs in San Juan is prepared to collect duty payments — a conclusion that doesn't square with the presence of a number of high-end

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Upshifting

Bruce Hauben



Is there life after Driver Ed? There are probably as many gradations of "yes" and "no" as there are track drivers attending DE events. Personally, I think two of the major factors affecting one's answer are the number of years you've been driving at DEs, and the economy, both nationally and in your own individual economic situation. And let me emphasize here that there is no right or wrong answer to the initial question, just your own bottom line.

The first side of the coin that comes to mind is exemplified by our own NER Track Chair, Laurie Jitts, now in his second year running the show. From first-hand observation, he has truly sunk his teeth into the job and is shaking it for all it's worth. As a result of his putting together a consortium of three regions, NER/NCR/UCR, we have more DE events than ever from which to choose — Watkins Glen, New Hampshire, Circuit Mont-Tremblant, Mosport, Calabogie and NJ Motorsports Park — for a full 23 track days.

Anyway, Laurie has been driving at DEs for five

If you're a regular reader of this column you've seen my rants over the months about the crazy pricing of diesel, now \$4.10/gallon.

years now and I've never met anyone as totally gung-ho about the sport as he. Ask him and he'll tell you point blank that there is nothing he'd rather be doing when there is no snow on the ground than driving on a track, and if he lived in Minnesota he'd simply put on snow tires. I'm reminded of another important factor in the answer to my initial question, and that revolves around the fact that very few of us, unfortunately, are able to share this sport with a spouse or significant other. This is not to say that there is anything of a physical nature preventing a couple from enjoying the sport together, simply that for whatever reasons it doesn't seem to happen very often. Many drivers give it up when they don't have the moral support (yes, sometimes financial) of their other half. Fortunately, Joyce loves the sport as much as I, so we are able to enjoy it together. In Laurie's case, his lovely wife, who does not actively participate on track, is 100% behind his enjoyment and commitment to the sport.

Okay, that's one extreme, not a bad one. There seems to be, as mentioned above, a 'life' to this,

and maybe any, sport. When Joyce and I began our track driving thirteen years ago, NER's only DE venue was NHIS and there was very little cross-over — attending other regions' events — so we were concentrated at a single track with most all of NER's DE drivers. Today, I can count on one hand those drivers from thirteen years ago that we still see at the tracks.

What happens? Life happens, that's what. One of my favorite lines is, "Life is what happens while you're planning for the future." People move, people get ill, people get new hips and new knees, people get divorced, people get married, people discover Club Racing or Vintage Racing, babies show up planned or unplanned, cars become too expensive to repair, people discover that there is life after the track. There are as many reasons that one stops driving at DEs as there are drivers.

I started off up top including the economy, and I don't think that needs any explanation today. If you're a regular reader of this column you've seen my rants over the months about the crazy pricing of diesel, now \$4.10/gallon, while Denise McCluggage opines in the newest issue of AutoWeek that Kelley Blue Book has not been living up to its obligation in educating the masses about the benefits of diesel-powered passenger cars. Come on Denise, diesel is costing 35% more than regular gas, and I wonder if a diesel VW or M-B or any marque will get 35% more mileage than the same car with a gas engine. When it is going to cost Joyce and me \$325 to tow round-trip to Watkins Glen, \$450 to Mosport or \$900 to Road Atlanta or Road America, we're going to reassess the number of times we head to the track. Frankly, if fuel prices continue this way I'm seriously thinking about trading our new F350 diesel — which we love — for an '09 F150, gas V8. We have the luxury of that option, unlike many friends who require the power of a diesel for their huge trailers.

And finally I come to the huge middle of the bell curve; somewhere within you'll find Joyce and me. I doubt that we will ever give up DEs 100%; we just have too much fun and enjoy the company of our friends too much to turn our backs on it. Actually, I often think that Joyce enjoys it more than I, but then I have Club Racing, and I can certainly see myself leaving racing while still being able to enjoy our DEs together.

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Four Speeds & Drum Brakes

Tom Tate



April, being in New England, has a really nice ring to it. It sounds like sunshine and flowers to me. I can't leave the garage door open yet because the heater kicks in and drowns out the music on the radio, but just knowing that warmer days are near is a comfort. It's too early to mow the grass, and there's still time to finish up a few car projects.

Last month saw a lot of activity in the garage, as two old tubs needed to have their engines swapped. They both ran well but were in the wrong cars. I had a '64 SC engine in a '63 356 B and a '67 912 engine in a '64 356 SC. The 912 engine wasn't going to be right in either, but the SC engine belonged in the car parked next to it. It had been a while since I had done a swap, but I figured that I could use the practice on an otherwise cold weekend.

There was one minor glitch in that one car was 6-volt and the other was 12-volt. That required that the coils and generators be changed, but it was a good reason to clean up the engine sheet

Years ago, we were just trying to keep these tubs running so we could get to work on Monday, we never took the time to clean things...

metal since it was all going to be apart anyway. I had a couple of sets of powder-coated sheet metal that I had done a couple of years ago that would really make the engine compartments sparkle, and I just love putting things together that are new and shiny.

Years ago, we were just trying to keep these tubs running so we could get to work on Monday, we never took the time to clean things before we put them back together. I can remember picking the nuts and bolts out of the dirt in the driveway, just thankful that we found them. Nobody had extra parts unless they were in the bottom of a greasy Sanborn coffee can left over from the last repair. We figured that a little dirt and grease was the same as Loctite. Besides, it would make it easier to take them off the next time.

This time I cleaned each nut, bolt and washer with a wire wheel that is almost a permanent fixture in my drill press. It's not that I'm too cheap to buy new ones (okay, maybe I am thrifty), but because many of the correct sizes are just not

available at the local True Value hardware store. Nowadays, nuts in the nut-and-bolt aisle with a 8mm hole have a 13mm outside ('ATF' — across the flat), but only a 12mm wrench is small enough to be used to tighten the exhaust manifolds to the heads. Besides, it just seems easier to put things back the way you found them.

Both engines came out easily — four large bolts, a few wires and the gas line — and soon they were on the floor side by side. That's when I discovered that one had a mechanical tach and the other was electric. No problem, just pull the covers off the oil pumps and swap them. One was flat and the other had a tach drive where the cable mounted. Of course, to do that swap I had to remove the sheet metal that covered the two upper bolts for the pump cover, and to take off that small piece of sheet metal it was necessary to pull off the generator pulley. That would be the pulley that was put on at the factory over 44 years ago by a German mechanic who figured it would never come off, ever. But it did; they both did. It just took a little persuading.

No other big surprises, just a few little ones. The '64 didn't have any heater cables. It was a Texas car — who needs heat? They had broken off years before, and just a hint of a piece of wire could be seen down

inside to tube going into the tunnel under the car. There wasn't enough left to splice a wire to the remains. The previous owner had done what we all did. He just wired the heater boxes shut in the fall and unhooked them in the spring. I figured, as I seem to do lately, that "while I was there" I might as well fix it right. The new cable is only about \$20 and can be installed from inside the passenger compartment. Years ago they were about \$6 a set and way too complicated to replace. I still remember the seasonal ritual of "hooking up the heaters." I had a couple of sets of cables on the shelf, so in they went after I pulled up the base of the shifter and coaxed them in with a little grease. What real amazed me was the way everything fit back together. The cables (made in 2007) went the length of the car, through the tubes, up to the engine heater boxes, and fastened to the flap with 1/2 inch to spare, just the way they fit back in 1964 when the car was new.

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Around The Cones

Steve Ross



Well the Porsche is coming out of storage this weekend (mid-March) need to get it cleaned up, serviced or maybe sold (anyone interested: check out the classifieds in this issue of the NOR'EASTER; I am looking to get a newer Boxster in a less popular color) in time for the novice DE at NHMS on April 30th, being held in conjunction with NCR. Then a mere two days later will be, by all accounts, the largest Ramble in the illustrious 22-year history of this event, with as many as 150 cars attending.

Some sad news came my way, as one of our earliest members, Roger Bond, passed away recently. He along with Charley Dow and a few others have been in the region since the late '50s/early '60s and, although Roger has not been active with our group lately due to health concerns, he had owned Porsches continuously until he was unable to drive a few years ago; quite a devoted person.

An event for all new or newer members is our annual Newcomer's Meeting, to be held again at

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Ira Porsche in Danvers on April 20th. Representatives of our major activities will be present to inform all about the joys of Driver Education, Autocross, Concours, Tours and Rallies. The NER store will also be present to meet your clothing needs. Ira will be offering lunch for all participants, there will be drawings for door prizes, and the parts department will be open for any Porsche needs, with the PCA discount, as always.

On occasion, members inquire as to how we select our board and committee people. With a region of 1400 members, of which we only see maybe 400 at any of our events, it would seem easy to find volunteers for these positions. Quite the contrary, we have had very few volunteers. Our current membership chairman, John Bergen, is the only one in recent memory who offered assistance for a board position (and, of course, you see where he is now). Each spring, in preparation for our nominations, the nomination committee culls through the event rolls and looks for those members who are active and passes the word

that we are looking for possible candidates for board or committee positions. Once potential candidates are identified, the committee head and other board members will interview the person, informing them of the duties and potential time commitments. If they agree to run, the board is presented with a slate of candidates who are then made known to the membership. Not all board and committee positions are open each year. When the nomination chair is appointed, a review of current board members is taken to see who wishes to stay on, and who needs to either move to another position or retire. We have a rule limiting terms to two consecutive years at one position, and five consecutive years on the board if a candidate can be found. This year we had four positions to fill: both VP positions, Secretary and Treasurer. Two of them were relatively easy. I volunteered for Activities VP, a position I have filled about 10 times before, and Bob Cohen's wife volunteered as Treasurer. Both Bob Cantor and Jill Maserian (Administrative VP and Secretary, respectively) were sought out by the nomination staff. Bob, being an ardent autocrosser, was visible and willing to serve with his competitor Chris Ryan assisting him. Jill, getting more heavily involved with DE and the Ramble, was identified by yours truly as a potential candidate. This is not to say that volunteers are not welcome, it's just that they are few and far between.

While attending a recent Presidents' meeting for the Zone, I was speaking with some folks from the Rennsport Region (Quebec) and they were telling me about a new venue for DE that is available this year at the old Mirabel airport on the northern side of Montreal. They described it as similar in layout to the famed Sebring circuit in Florida, without the bumps. They have an event July 4th–6th, which coincides nicely with our event at Mont Tremblant on the following three days.

Next year is the club's 50th anniversary. The committee headed by Michelle Wang is proposing a three-part celebration revolving around a dinner in early 2009, an outdoor picnic day in August, and a super concours and clambake in Newport, RI in the fall. Details are still being worked out, but from the sounds of it this should be a must-go group of events, with many nostalgia pictures, and gathering members from past days.

Minutes Of The Board

Jill Maserian- March 13, 2008 Board Meeting



After a hearty dinner at the Bergen residence, the March board meeting was called to order at 7:26 pm. In attendance were Bruce Hauben, Joyce Brinton, Bob Canter, Bob and Karen Cohen, Jill Maserian, Steve Ross, and Dave and Susana Weber. Absent was Steve Boris.

Steve Ross began the Activities update by asking for a status of the Ramble. Bruce reported that 122 cars are registered for the annual NER New England Ramble event on May 2nd-4th at The Balsams Grand Resort in NH. All participants have signed up for both Friday and Saturday nights. Ten percent of participants were first-time entrants. Registration would remain open since The Balsams could accommodate additions to the group. The location for the 2009 Ramble would be announced at this year's event.

Steve continued by announcing that the first NER/NCR DE event at NHMS is well subscribed. As a result, more instructors are needed. The sponsor, IRA Motors, has requested pictures of both NHMS DE events. Steve also reported that the Circuit Mont-Tremblant DE event in July has 75 registrants. An autocross meeting was held last month where upcoming season rules, classifications, staffing and instructor policy revisions were discussed. Due to expanded interest, the autocross school will expand to accommodate up to 40 participants and feature two skid-pads. Bob Cohen noted that payments have been received by credit card and check. He suggested that those who pay by check should specify which events the payments pertain to in order to ensure that they are accurately enrolled. Bob will see that the registration site would reflect this request.

Bob Canter reported that a tour of cars and planes will take place on May 18th at the Collings Foundation in Stow, MA. The June meeting will be held at the new site of European Performance Engineering, with details to follow. Bob also presented the board with his findings on venues for the annual NER banquet, to be held on the first Saturday in December. The board approved the proposal to send a deposit to secure the Oakley Country Club in Watertown, MA.

Karen Cohen presented the NER financial report. Enrollments in DE and autocross are strong. Track deposits would be paid in the next month. Overall, finances are on plan. The Board accepted the financial statements as submitted.

The membership update was provided by membership chair and host John Bergen. Since

last month, 17 new members joined the region, which brought the overall total to 1423 primary and 1029 affiliate members. As is customary, the board members agreed to contact new members to welcome them into the club.

Bruce Hauben called the attention of the board to the 50th Anniversary Committee proposal, which had been submitted in advance by Michelle Wang. The board reviewed it in detail, and a motion to approve the proposal was accepted. Turning to other business, the board decided to address the instructors' dinner and teen driver education school at a later time, once more research was available. Dave Weber reported that he would continue to explore other options for website maintenance. He also distributed an updated schedule for NOR'EASTER copy deadlines.

It was decided that the next meeting of the board will be held on April 16th at Jill's home. Having no further business to discuss, this meeting of the board was adjourned at 8:30 pm.

Happy PCA Anniversary

Forty Years

Rudolf Boentgen

Ten Years

Ray Goulart

Kevin Fitzgerald

Frank Gambuto

James Heaney

James Killion

Al Puerini

Jon Swanson

Robert Willms

Thirty Years

Philip Brzezinski

Jim Hornsby

Twenty-Five Years

Joseph Van den Bossche

David Weber

Five Years

Bailey Bishop

Andrzej Brzezinski

Mark Glassbrenner

Chris Mongeon

Twenty Years

Kim Saal

Fifteen Years

Robert Cohen

Elliott Thrasher

Double Clutching

Bob Canter



On Sunday March 9th, after two days of rain, it was nice to wake up to a sunny Sunday, and it seemed like a good day to finally bring out the Porsche and go for a nice long drive. I probably spent a good hour washing the car and vacuuming out the interior before I was on my way. I headed out onto 128 south leading toward the expressway on my way to go up thru Boston. Traveling behind a Toyota Camry at a safe distance, minding my own business while listening to the sweet purr of my 3.2, I saw a rock come flying off the left rear tire of the Camry. Its destination apparent, I saw the rock hurl itself towards my windshield. Isn't it amazing how all of a sudden, when danger seems imminent, everything automatically reverts to slow motion? For what seemed like an eternity, I watched as the rock got closer and closer before it crashed into my windshield. I was lucky that a windshield was between the oncoming rock and me. If it weren't, it would have caught me squarely in the middle of my face. Upon impact a small hole developed

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and the subsequent lines that filtered out from the crack began to stream out in all directions.

Caught between anger and somehow feeling lucky that I escaped what could have been a much more serious event, I tried to calm myself as I continued to drive on and there seemed no point in pulling over. The question then became what to do next; should I turn around, head home and sulk for the rest of the day, or just continue on with my drive? After a few seconds contemplating the best choice, I decided to continue on. The rest of the day turned out to be more enjoyable than I would have expected under the circumstances. After a short drive north of Boston I ended up reversing direction and decided to head down the Cape for a three- to four-hour drive. It always amazes me — the amount of enjoyment I get from just driving my 911 around. I eventually ended up at a little clam shack I know of in Bourne where they still serve whole clams with the big bellies. There is nothing worse than being in the mood for fried clams and getting

what amounts to nothing more than a glorified clam strip with a teeny little belly attached to it.

So now, on top of everything else I planned to do to get my car prepared for the upcoming DE and autocross season, I must get a new windshield. What I don't know at this moment is whether it's still possible to get an original-equipment windshield for a car that is 24 years old, or whether I might have to settle for an aftermarket version. I'll let you all know the answer to that one in my next article.

My lease on my daily-driver car is shortly going to be up, and once again a sense of patriotism is running thru me, suggesting that maybe this time I should think of going American when looking for a new car. My problem is that, as much as I look to find something that captures my interest, I am still left wanting. The last time I actually went American was in 1986 when I purchased a Chrysler LeBaron GTS Turbo. Since then it has all been foreign. My present car is an Infiniti G35X. At the time I got that car my list of potential cars to look at included the

BMW 3-series, Audi A4, Acura TL and Infiniti G35, with nothing on the American side that seemed to measure up. Ultimately the deciding factor came down to who gave me the best deal, and Infiniti won by a wide margin. The point is that in my mind I had a choice and, regardless of which way I ended up, I would have been happy. Today as I look across the American automobile landscape, there really is nothing that interests me other than the Cadillac CTS and the Corvette (which for work would be impractical), and even then the CTS just barely gets a rise out of me.

I understand that, based on the J.D. Power reports, the American product has come a long way and will match anything the Japanese or Europeans produce when it comes to quality, fit and reliability, but in the style, performance and handling departments they seemingly still come up short in my estimation. I wonder how is it that after 20 years and four new-car purchases during that period, there hasn't been an American product that captures my fancy. I keep waiting, keep hoping and yet, still nothing. Obviously given the declining sales numbers for American built cars in America I am not alone in this feeling. Who knows? Maybe now that GM, Ford and Chrysler have gotten past the quality issues they will be able to figure out what captures the heart of

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Flat Sixer

John Bergen



Time is flying now that the weather has started to warm up. It was only a few weeks ago that I was skiing with my family. I thanked God that I didn't fall, and therefore avoided breaking any bones. Not that I was ever in any real danger, but a person my age is more susceptible to injury than someone in their thirties, or younger. We did, however, enjoy ourselves for the few days we were able to ski. My wife and I split our time between our two boys so that they each got a chance to ski with either Mom or Dad.

In the morning I would ski with my eldest son. He is twelve now and quite an accomplished snowboarder, so there is no problem in heading to the top of the mountain and finding some steep stuff to ski down. He and I also hit the large terrain park that Mt. Sunapee has, and I even managed to take a few jumps. I can only imagine what I looked like to the other young kids, but I didn't let it stop me from having fun.

The afternoons found my nine-year-old and me over at the learning terrain. He is only in his sec-

things get run this year, and I could be a spoiler and let the cat out of the bag by publishing them here, but I won't. You'll just have to wait for the official report from our esteemed Autocross Chairman, Sir Ron himself.

The committee also talked about the upcoming Autocross School happening on April 6th at Moore Airfield in Ayer, MA, aka Fort Devens. Jon Cowen, NER's new Autocross Registrar and a committee member, shared with us that the registrations for the school were coming in fast and furiously. This prompted Sir Ron to ask that there be an all-hands-on-deck for the day of the school. This year we are planning to run two skid-pads, especially since the airfield has tons of room, and set up the timing system to ensure that we know what we are doing before the first official autocross date. You see, there are a number of new variables in the autocross equation. First you have Jon Cowen who, as I mentioned, is the new registrar. He volunteered to take over for Don Walcott who held that position for many years and was an expert

at it. Next, you have a new laptop in the mix. This laptop has been loaded with the latest and greatest AX Ware software but, and here is a big but, it has Windows Vista for an operating system.

For those who don't know, Vista is the latest computer operating system to be released by the monopoly in Redmond, Washington. From stories I have read in many trade journals, Vista is not the best thing since sliced bread. Time will tell whether we will have to abandon Vista and install Windows XP on the laptop. I am, however, optimistic that our laptop will work well and that we won't experience any technical difficulties like we did last year. Just don't quote me on that! Needless to say, we, the committee, are excited and looking forward to a fun-filled year for autocross.

Now, moving on into March. This is the month that I signed up my sons for Junior Race Academy at F1 Boston. Although I personally have never been to F1, I have heard good things about it, and it was recommended as a good way to introduce my boys to carting by Matthew Wallace (NER's webmaster, NER DE instructor, and an accomplished cart racer). The facilities looked really good on their website, so my sons and I were eager to get there and get things started.

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ond year of snowboarding, so he is more comfortable on the smaller hills. It was still fun and they even had a small terrain area that we managed to hit almost every run.

I have to say that I was amazed at how much snow New Hampshire had. The snow banks in Concord were at least four feet high. That's a lot of snow and I hope it melts quickly, especially with the DE opener only five weeks or so away. Now, maybe it's just me, but I seem to think that snow and driving on tracks mix as well as oil and water.

Next up on my list of things that went on this past month was the NER Autocross Committee meeting. Eight of us met for lunch to review a packed agenda. Luckily the meeting took place at another one of Steve Uliss' Firefly's restaurants. This one happened to be in Framingham, so it was also not too far for me to drive.

I was amazed by how many items we discussed and how we seemed to be able to discuss things — and disagree — in a mature, controlled manner. There are going to be some changes to how

In The Pits

Laurie Jitts



By the time you read this, I will be circulating Florida's Moroso Motorsport Park in a Bertil Roos Race School Formula 2000 open-wheel racecar, and my "season" will be officially underway — Yee hah! This has been a particularly long winter, and my last event at VIR in November seems like an eternity ago. 2008 is the year I intend to do some real "wheel-to-wheel" racing. In August I will be competing in a Bertil Roos race weekend at the new-for-2008 New Jersey Motorsport Park (not without coincidence, the weekend after we will be holding our NER DE event at the same course). So, in preparation I am attending their Advanced Racing School with the intention of earning my SCCA racing license — oh, and learning a little racecraft while I'm at it.

Last year I attended their three-day Race School and was shocked by how much I had to learn, then surprised by how much I had learned. I distinctly remember returning from Pocono and the following weekend driving my GT3 at NHIS. Heading out on the track and running the first

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couple of sessions I couldn't help but think something was horribly wrong with what should have been a very familiar car. As I was driving around at what seemed like a very cautious pace, the car seemed to be responding differently — moving uneasily, always a little ragged, and requiring a lot more input and involvement from me. It was only afterward, while consulting my data recorder that I realized what the issue was: my lap times were improved by increments measured in seconds. It was nothing to do with the car — it was all to do with me. The training that Dennis Macchio and his crew had provided had suddenly given me the confidence to ask a lot more of the car. Armed with this recognition, I spent the rest of the weekend just getting quicker and more comfortable with the new pace. If you have ever considered attending a Race School, I cannot speak too highly of Dennis and the Bertil Roos crew.

Speaking of Bertil Roos, I am delighted to see how many of our instructors have already signed

up for our Instructor Coaching Clinic to be held on May 21st at the newly renamed New Hampshire Motor Speedway (NHMS). At last count we only had a handful of spaces still available and I would encourage all of you to register now (if you still can). Dennis Macchio and several of his Bertil Roos instructors will be on hand to pass on what I am sure will be invaluable information for even our most seasoned instructors. While I am at it, let me remind all of our Blue, White and Black drivers that there is also an advanced DE day held contemporaneously. After my first go-round at scheduling it looks like everybody will get at least two hours (4 x 30 minute run groups) and we will intentionally keep run group sizes down to ensure a fun day for everybody — sign up while you can.

In contrast, we are still very keen to hear from any instructors who can make themselves available to help out at the Novice Days hosted by NCR on April 30th and May 1st also at NHMS. At latest count we have almost 40 'never beens' listed for the event, and we need all the instructors we can get. To register you need to go to www.MotorsportReg.com (NCR's newly adopted registration system). As it is not particularly self-evident and they are having a few issues (teething problems), I have included a process description in a separate box outlining how to do this. Please, if you have any interest in being there, be a little persistent. The newer members and the future of our sport are depending on you doing what you do best: instructing.

Finally, on the subject of event registration, if you haven't heard already, we are returning to Circuit Mont-Tremblant for a Driver Education event in the middle of the Blues Festival again. I have done everything I can to ensure that everybody knows that this event will sell out and early indications are that my predictions will be correct. At the time of writing there are only a few spaces left in the upper run groups. For those in the lower run groups (Green: Beginners, and Yellow: Novices) we have some space left, but I expect they will sell out well before the event date of July 8th–10th. Just so that there is no confusion created by our April Novice Day, anybody is welcome to come to any NER events — you do not have to have attended Novice Day to then register for our

continued on page 37

Calendar At A Glance

April

6 Autox School @Fort Devens
13 Spring Tour
20 NewComer's Monthly Mtg
Hosted By Ira Porsche
30 Driver Education @NHIS
Hosted By NCR

May

3-4 New England Ramble
@ The Balsams
16-18 Zone 1 Concours & Rally
21 Driver Education @ NHIS

June

1 Autox #1 @ Fort Devens
15 German Car Day @ Larz Anderson Auto Museum
20-22 Zone 1 Driver Education @ Watkins Glen

July

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

August

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

September

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

October

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

December

6 Annual Dinner

Patriots Spring Tour

Sunday, April 13th - Driver's Meeting @10:30 AM

No, not those Patriots, we mean the Minute Men with the muskets. The Dow's 50 mile tour will explore the homes and battlefields of those original patriots through Concord and Acton, finishing up for a buffet luncheon at the Oriental Delight in Maynard. Porsches are encouraged to come out after the long winter, but winter cars are still welcome.

We'll start the tour from the Friendly's Restaurant, Route 20 in South Sudbury, MA. We'll depart from the restaurant with the first car leaving at 11:00 AM.

There is no cost for registration, but let us know if you are coming at crd968@verizon.net.

Zone 1 Forty-Eight Hours of Watkins Glen Driver Education Event Saturday / Sunday June 20th - 22nd

North America is fortunate to have a road course like Watkins Glen International. The facility is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6-mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has been continually upgraded since that time, now hosting NASCAR, GrandAm, IndyCar, HSR, SVRA and PCA events. The Zone 1 48 Hours at Watkins Glen is not only a driving event, one of the longest running Driver Ed events in PCA, it is also a social event, bringing together members from the Zone and beyond.

The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday.

Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Certification. This year, the entry fee will include a Saturday evening reception at the Glen Club at the foot of the "esses." The cost of the event is \$250 per entrant. Online registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes May 15. It is sure to be a sell-out again this year! More details can be found beginning April 1 at <http://zone1.pca.org>.



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NER's Annual NewComer's Meeting

Sunday, April 20th @12:30 PM (light lunch) - Hosted By Ira Porsche

There are no doubt a number of questions running through the minds of all new members of the Northeast Region Porsche Club of America. Questions like what can I do as a member? Or where are events held in the Boston area? Or what can I learn about taking care of my Porsche? That's why each spring we hold a "Newcomer's Meeting". This is the perfect event to attend if you want to find out exactly what the Porsche Club is all about, and the fun you can have as a member.

As always the Newcomers Meeting will be hosted by Ira Porsche in Danvers. To make it easy for new members to get a glimpse of all of our activities, we organize the day much like a "Porsche Club Exposition". Each activity organized by the region will have its own area where you will be able to meet and talk with the people that run that particular type of event. Stop by and check out some of the following activities:

- **Driver Education** - Want to learn to drive your Porsche in a safe, high speed environment (racetracks)? Watch some in-car video and get answers to your questions. This year we'll be hosting events at Mont-Tremblant, NHIS, and Watkins Glen.
- **Autocross** - Think you can drive really fast between, around and through a course marked with bright orange cones? Talk to some of our region's talented competitors. Our events are held at nearby Fort Devens in Ayer, MA.
- **Concours D'Elegance** - Looking for a place to show off that beautifully restored or clean street Porsche? Find out how others do it, and learn what products to use. Our September PorscheFest event is a summer highlight with 80 plus Porsches on display at the Larz Anderson Auto Museum in Brookline.
- **Rally/Tours** - Just like to drive interesting roads and stay at interesting places? Learn about some cool up-coming trips. Our annual New England Ramble regularly attracts 250 participants touring to a fabulous New England destination. This year we're headed to the Balsams Hotel in New Hampshire
- **Monthly Meetings & Tech Sessions** - Eager to learn more about your car or just soak up Porsche technical information? Guest speakers, technical sessions, and tours to famous restoration shops are featured events each year. There is no better way to get to know your fellow Porsche enthusiasts.



NewComer's were out in force at last year's event

While the main focus of this event is to acquaint new members to the club, established members are also welcome to check into some of the things they haven't tried yet or just to chat with the newcomers to help them feel at home. There is always something new to do or learn in the Northeast Region Porsche Club of America.

The meeting will be held on Sunday April 20th and will start with a light lunch at 12:30 PM followed by presentations starting at 1:00 PM in Ira Porsche's beautiful showroom and shop. There will be plenty to see and plenty of refreshments provided by our hosts at Ira Porsche.

There is no fee or pre-registration required for this event, but please email (preferred) or call Bob Canter so we can get an accurate count of attendees. For questions and registration email to: Bob Canter (781)821-0728 (eves), or email RCA2222@msn.com.

Directions:

Ira Motor Group is located on Route 114 in Danvers. From Route 128, take exit 25 (Danvers area) to Route 114 west. IRA will be 1.7 miles on your right. From 95, take Exit 47 to Route 114 East. IRA will be 0.6 miles on your left. From Route 1, take Route 114 East. IRA will be 0.6 miles on your left. See you there!

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2008 NER DRIVERS EDUCATION EVENT

NHIS

NEW HAMPSHIRE
INTERNATIONAL
SPEEDWAY



Drivers Education Novice Day April 30th & Drivers Education Event April 30th & May 1st

Registration opens March 1st, 2008 through North Country Region's website

It's finally here! The weather, the opportunity... the season!

It's been a long snowy winter and you've spent too many nights on a cold damp garage floor getting everything just right. It is time to come out and play. Northeast Region (NER) in cooperation with North Country Region (NCR) is pleased to kick off the Driver Education season with an event for everybody. Together we will be holding a 2-day event with full DE activities and on April 30th we will also be running a simultaneous Novice Day.

Novice day is intended for those who have never attended a Driver Education event and who would like to learn about it in a safe and low stress environment. Activities will include extended classroom sessions in performance driving techniques, skid pan and slalom training and then time on the race track itself accompanied by a qualified PCA instructor. Sign up quickly it will sell out.

On April 30th and May 1st we will also be running a full Driver Education schedule for all drivers from Novice to Instructor class. And don't worry, we have negotiated extended hours with NHIS so the novice activities will not interfere with precious track time!

NHIS is our home away from home just north of the Massachusetts border in Loudon, New Hampshire. It is an easy hour from Boston and is the site of many televised races, including Nextel Cup. What is not usually shown on TV is their 1.6 mile road course with 12 turns and some exciting elevation changes making for a good learning environment for Novices and a challenging and technical drive for our advanced drivers.

Costs are as follows:

Novice Day (new drivers only)	\$150 -- April 30 th only
Students (Green/Yellow)	\$300 -- Both Days
Signed off Students (Blue/White/Black)	\$300 -- Both Days
Instructors who register before April 9 th	No Charge
Instructors who register April 9 th or later	\$150 -- Both Days

Garages will be available on first registered, first served basis for \$15 / day. See NCR's website for details – get in early there is only a limited number available.

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who are keen to find out about Driver Education.

Registration for both events will be handled by North Country Region

To register go to: <http://www.ncr-pca.org>

Or contact at NCR:

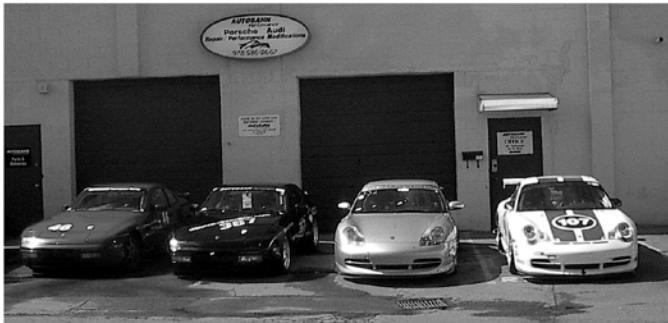
Registrar John Lussier	802-728-4457	de-registrar@ncr-pca.org
Track Chair Paul Frucci	603-491-2265	de@ncr-pca.org

Or if you have any questions feel free to contact your NER representatives

Registrar Mark Keefe	508-529-6127	mxk@charter.net
Track Chair Laurie Jitts	617-536-7846	laurence_jitts@msn.com



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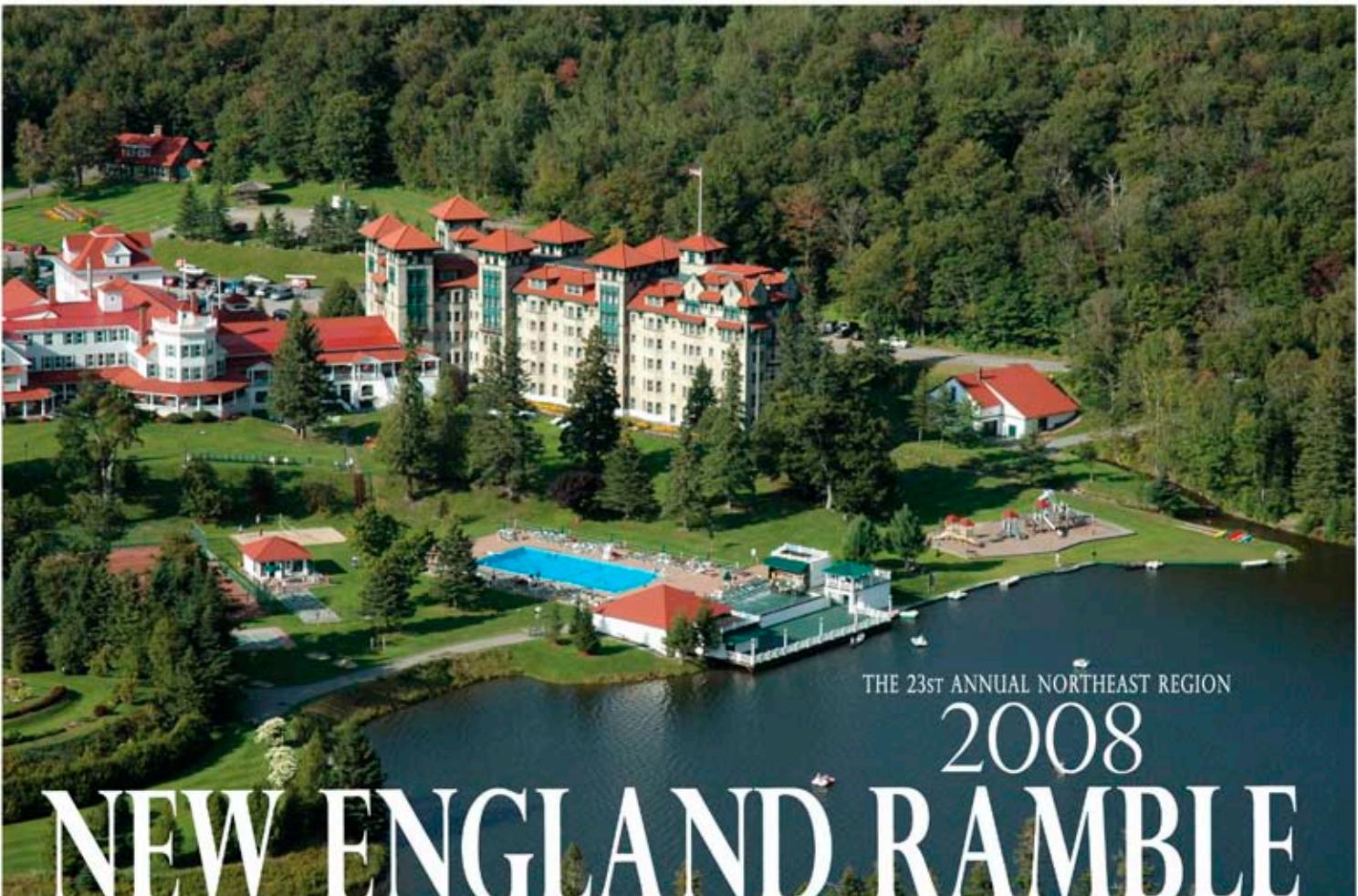
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2008

NEW ENGLAND RAMBLE

MAY 1, 2, 3, 2008 ■ THE BALSAMS GRAND RESORT HOTEL ■ DIXVILLE NOTCH, NH

Once again it's time to think about taking the street Porsche off its trickle charger, adjusting the tire pressures and stripping off the old wax and applying a new coat. No no, not this minute but in time for our annual New England Spring Ramble sponsored each year by **European Performance Engineering in Natick, MA**. And if you're one of those with only a dedicated track Porsche, consider using your dually, diesel tow vehicle or MDX, SRX, RAV, CRV, LS, Q or whatever, 'cause you don't want to miss this event.

Even if you are a well experienced Rambler and have done this many times, please read all procedures very carefully as there are some important changes.

This year we're headed to **The Balsams**, a privately owned resort www.thebalsams.com in Dixville Notch, NH, named to the 2007 Conde Nast Gold list. Building on the successful trial of our first two night Ramble last year, plan to join your friends at The Balsams on Friday night (I've arranged a terrific room rate) and relax with a great dinner (on your own) and some billiards and socializing in the lounge. Check in without the hassles of long lines and carting your luggage around all day Saturday.

The earlier you get to Dixville Notch the more time you'll have to enjoy the resort's hospitality, explore The Balsam's 15,000 acres with many hiking trails and photographic opportunities, and visit nearby Colebrook, a quintessential New England town. As always, please contact the hotel directly, well in advance of your arrival, to arrange for golf, salon and spa treatments and other amenities not included in our NER package. Dinner will be available either in the casual Tavern or jacket-required main Dining Room.

If you are unable to get to The Balsams on Friday there are many motels, inns and B & Bs in the Concord, NH, and Littleton, NH areas, about 2 ½ hrs and 1 ¼ hrs respectively south of The Balsams. And if you must drive up Saturday morning, it is only 3 ½ hrs from the Rtes. 495 / 2 junction to The Balsams.

We'll convene on Saturday morning at 7:30 AM for registration, a Continental Breakfast, and drivers' meeting and be on the road by 9:00 AM heading to The Grand Summit Resort Hotel at Sunday River for a great lunch. We'll be back at The Balsams mid-afternoon in time to enjoy more of the resort and bend elbows with friends.

Our Saturday night Balsams' rate includes your room, hors d'eouerves during our cocktail hour (cash bar after you've consumed your two freebies), Saturday night dinner (jackets for men are suggested) and Sunday morning breakfast buffet, resort charges and are inclusive of all service charges, gratuities and taxes. The Friday night Balsams' rate is your room only, and is inclusive of all service charges, gratuities and taxes.

The Balsams
Friday

Single Double
\$119.00 \$119.00

Saturday

Single Double
\$239.00 \$336.00

You'll note these rates are substantially lower than 2007 at The Equinox, and are for run of house 'Select' and 'Superior' rooms. You may upgrade your room (there are very few of the Deluxe rooms and Suites so do not be surprised if they are not available), if available, by adding the following amounts to the above amounts for each night:

Deluxe Room
\$79.00

Specialty Suite
\$139.00

Finally the details:

A) Send in the registration fee (which includes continental breakfast at The Balsams on Saturday morning and lunch Saturday at Sunday River's Grand Summit Resort Hotel) of **\$55 per person (\$75 after March 1)** with your completed entry form below.

PLEASE PRINT LEGIBLY; IF I CAN NOT READ YOUR EMAIL ADDRESS...YOU GET THE PICTURE! Please differentiate between "1" and "I", "8" and "B", "0" and "O", etc.

B) Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases. The Balsam reservations are cancelable through April 12, 2008.

C) Shortly after your entry form and check are received you'll get an email from me with **FURTHER DETAILS including** a phone number to use in making your reservation with The Balsams. **DO NOT CALL THE BALSAMS AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL - IT WILL NOT WORK - BUT WILL GUM UP THE PROCESS.**

Do not worry about your place in the pecking order as I will notify The Balsams of your name (allowing them to then accept your reservation – they will not accept your reservation until I give them your name), and notify you of your acceptance, in the order in which I receive the registrations.

D) If you do not get my acknowledgement within two weeks of mailing your registration – **CONTACT ME** as something has gone awry. **EXCEPT – DO NOT EXPECT TO HEAR FROM ME BETWEEN MID-JANUARY AND MID-FEBRUARY. Do not worry about your place in the pecking order as I will notify you in the order of post marks.**

E) *In prior years the hotels and I have been dealing with a monumental hassle factor created by forgetful and/or procrastinating Rambleites. As a result – you must make your reservations with The Balsams within two weeks of receiving my acceptance email. If you do not, I will remove your name from The Balsams' reservation acceptance list, notify you of this situation, and it will cost you \$50/room to reinstate your Ramble registration.*

F) Our block of rooms at The Balsams will be held until April 6, 2008. Thereafter rooms at our rates will be on a space available basis. Rooms canceled after April 12, 2008 are non-refundable.

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or bmh993@Earthlink.net

2008 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter

Circle The Rambles You've Attended

- '86 The Quechee Inn
- '87 The Quechee Inn
- '88 The Red Lion Inn
- '89 The Black Point Inn
- '90 The Chatham Bars Inn
- '91 The Wolfeboro Inn
- '92 The Old Tavern At Grafton
- '93 The Eagle Mountain Inn
- '94 Cranwell
- '95 The Woodstock Inn
- '96 The Equinox
- '97 The Black Point Inn
- '98 The Sagamore Inn
- '99 The Wequasset Inn
- '00 Cranwell
- '01 TopNotch
- '02 Mt Washington
- '03 The Woodstock Inn
- '04 The Samoset Resort
- '05 The Sagamore Inn
- '06 Stoweflake Resort
- '07 The Equinox

Entrant/Co-Entrant Names: _____

Address: _____

City/State/Zip: _____

Phone (day - optional): _____ Phone (eve): _____

Email: _____

Porsche: Year/Model/Color: _____ License Plate #: _____

Meal Choices: Roast Chicken #____ Baked Haddock w/crab Florentine #____
Angus Prime Rib #____ Mushroom Penne w/tomato red wine cream sauce #____

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460

Checks Payable To: NER/PCA

Sponsored By



If you were on the '07 Ramble and your registration information was correct in the registration packet, it is only necessary to indicate your attendance in '07



Zone 1 Concours d'Elegance & Rally

May 16, 17 & 18, 2008

On May 16-18, the Niagara Region will host the 29th Annual Zone 1 Concours and Rally in Corning, New York. Weekend activities will include a Rally along the foothills of Southern New York and a Full & People's Choice Concours d'Elegance. This event is geared for both the novice-level as well as the experienced PCA member. The net proceeds of the weekend will again benefit Paul Newman's Hole in the Wall Gang Camp for seriously ill children.

The 29th Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show to be held at Wings of Eagles Discovery Center will start promptly Sunday morning at 11:00 am, placement of cars by 8:30 am. If you have any concours questions, contact Daniel Deegan at (585) 924-0271 or email: heis968@yahoo.com. The Wings of Eagles Discovery Center is located next to the Elmira Airport at 17 Aviation Drive, Horseheads, NY.

The 11th Annual Zone 1 Rally will be a straightforward time/speed/distance rally designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday at 12:31 pm, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped, meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 11:00 am and a Driver's meeting at 12:15 pm. The first car off will be at 12:31 pm. Rally awards will be given out Saturday at 4:00 pm in the hospitality suite. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email: cupcar@optonline.net

The host hotel for the weekend will be the Corning Radisson. Event registration will start at 4:00 pm on Friday, May 16, at the hotel. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 11:00 pm, again at the host hotel. Saturday evening will be a free night to explore Corning.

Weekend Schedule

Friday Afternoon -Registration **Evening** -Hospitality
Saturday Morning - Registration & Rally Novice School
Saturday All Day - Concours Preparation

Saturday Mid-day - Rally (starting from Radisson Hotel)
Saturday Evening - Rally Awards ; Free Evening
Sunday All Day - Concours d' Elegance

Hotel Reservations

The Corning Radisson is the host hotel for the weekend .Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at 607-962-5000 (before May 1st to receive group rate) and asking for the Porsche Club of America rate of \$ 115.00 per night.

Registration Application – Concours and Rally

Concours Entrant/Rally Driver _____

Pricing Information (dates are postmark)

Entrant Address _____

Concours Only - \$30/car (\$40 after May 1)

City _____ State _____ Zip Code _____

Rally Only - \$30/car (\$40 after May 1)

Phone _____ Region _____

Concours & Rally Combo - \$45 (\$60 after May 1)

E-mail _____ License# _____

Concours Co-entrant/Rally Navigator _____

Summary and Totals

Car Model _____ Year _____ Color _____ Body Style _____

# People	Item	Dollars (US funds)
----------	------	--------------------

We are entering the following events: (please check all that apply)

Concours Fee	\$ _____
--------------	----------

Concours: Full _____ Peoples Choice _____

Rally Fee	\$ _____
-----------	----------

Rally: Experienced (5 or more rallies) _____

Combo Fee	\$ _____
-----------	----------

Novice (fewer than 5 rallies) _____

(Please make checks payable to Zone 1 PCA) TOTAL \$ _____

(Mail checks and Registration form to: Zone 1 PCA, Lin Hurd 151 Vankirk Road, Newfield, NY 14867

Contact Lin at (607) 564-7517 before 9 pm, or by email at linhurd@hughes.net)

Vintage Cars & Airplanes - A Tour Of The Collings Foundation's Collection

Sunday, May 18th Starting At 1:00PM

Those who live in the metro-west area of Greater Boston, or who may have participated in one of the Club's Spring or Fall rallies, are probably familiar with some of the back roads in the area that provide some excellent opportunities for a little 'spirited' driving in your Porsche. What you may not know is that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collections of vintage aircraft and automobiles in the country.

On Sunday, May 18th, the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 1:00 pm, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over 66 American-built automobiles and vehicles from the first half of the 20th century. Included in the collection are midget, sprint and "Indy" racecars (including a 1979 Porsche "Indy" — a factory racecar that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. The aviation museum is home to a number of the foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), Fokker DR-1 Triplane (replica), Stearman PT-17 (1942), AT-6 Texan (1945), UC-78 Bobcat (1943), TBM Avenger (1945), Fiesler Fi-156 Storch (1943), and a T-33 Shooting Star (1948). You can learn much more about the Collings Foundation's Stow collection, as well as the national touring schedule of their famous restored B-17, B-24, and B-25 aircraft, by going to their website at www.collingsfoundation.org.

Please note that our tour group size is limited to 80 people and we need to confirm a headcount prior to our tour date. Therefore, your registration information must be received no later than May 5th. After that, the price will be \$10.00/person, so get your registration in by mail or e-mail today!

Directions are available at www.collingsfoundation.org/directions/

Directions from Rte 495 Northbound from the South (items in parentheses are distance in miles from 0.0 mark): (0.0) Take EXIT 25A to Rte. 85 Hudson, (1.4) Straight at traffic light , (1.8) LEFT at traffic light (two lanes turn left) onto Rte. 85 North, (1.9) RIGHT at next traffic light (see green sign to Department of Fire Services), (2.8) STRAIGHT at first traffic light, then RIGHT at next light onto Main St. (Rte. 62 E), (3.2) STRAIGHT at traffic light, CITGO station on left, (4.1) LEFT at second traffic light, following Rte. 62, (4.9) Sign: "Entering Stow", (5.5) RIGHT at Y on Sudbury Road at red antique house with cream colored fence, (6.2) RIGHT at intersection onto Boon Road , (6.5) RIGHT onto Barton Rd. after crossing river. Road is narrow and rough in spots, (7.1) RIGHT into Collings at asphalt driveway across from yellow house with chain link fence

Directions from Rte. 495 Southbound from the North: Take Exit 27, (Stow/Bolton) and go EAST on Rte. 117, Drive 5.1 miles to Stow Center traffic light (intersection with Rte. 62), Turn RIGHT onto Rte. 62 at light (gas station on your right) and travel 1.1 miles, At Y, take LEFT fork onto Whitman Street, drive 0.9 miles to STOP at intersection, Turn LEFT onto Boon Road and follow last two steps from directions above.

continued on page 37

2008 Collings Foundation Tour - Pre Register By May 5th for free admission

Entrant(s) : _____

Address: _____ City / State / Zip: _____

Email: _____ Phone (eve): _____

Pre Register for Free Admission (must be postmarked or emailed by May 5th)

After May 5th: Admission fee is \$10 / person. Send check payable to NER/PCA

Mail to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451 or email to ryan28@charter.net



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2008 DE

O N T R E M B L A N T W A T K I N S G L E N N H I S T
L E N T H U N D E R B O L T C A L A B O G I E M O S P O R
N T L I M E R O C K N H I S M O S P O R T W A T K I N
O S P O R T M O N T R E M B L A N T T H U N D E R B O L T
A B O G I E N H I S L I M E R O C K W A T K I N S G L E N

Driver Education Schedule

Event Date	Days	Track	Host	Registration Open date	Pricing*			*Subject to change
					Inst	Solo	Student	
Apr 30 th /May 1 ^{st*}	W/Th	New Hampshire	NCR	Mar 1 st	N/C	\$300	\$300	*Novice Day on April 30 th
May 21 st	Wed	New Hampshire	NER	Mar 1 st	\$160	\$160	N/A*	*Instructor & Advanced only
June 4 th	Wed	Lime Rock	NCR	Mar 1 st	\$100	\$195	\$195	
July 7–9 th	M/Tu/W	Mt. Tremblant	NER	Mar 1 st	\$225	\$480	\$525	
July 11–13 th	F/Sa/Su	Calabogie	UCR	Feb 1 ^{st*}	C\$240	C\$480	C\$480	*Yel & Grn reg. opens May 16 th
July 23–24 th	W/Th	Watkins Glen	NER	Mar 1 st	\$150	\$300	\$330	
Aug. 2–4 th	Sa/Su/M	New Jersey MP	NER	Mar 1 st	\$225	\$480	\$525	
Aug. 15 th	Fri	New Hampshire	NCR	Mar 1 st	\$160	\$160	N/A*	*Instructor & Advanced only
Aug. 16–17 th	Sa/Su	New Hampshire	NCR	Mar 1 st	N/C	\$300	\$300	
Sep. 4 th	Thu	New Hampshire	NER	Mar 1 st	N/C	\$150	\$165	
Sep. 20–22 nd	Sa/Su/M	Mosport	UCR	Feb 1 ^{st*}	C\$240	C\$480	C\$480	*Yel & Grn reg. opens Jul. 26 th
Oct. 13–14 th	M/T	New Hampshire	NCR	Mar 1 st	N/C	\$300	\$300	

NOTE: Instructors are no-charge (N/C) for NHIS provided they register 21 days in advance. Instructor registration less than 21 days prior will be charged \$75 per day attended.

New for 2008

More Days, More Tracks, More Fun

This year we have organized a coordinated calendar between New England (NER), North Country (NCR) and Upper Canada (UCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 24 days of driving on seven different circuits; including a return to Lime Rock Park and the first-ever PCA event at the brand new New Jersey Motorsport Park. In answer to many requests, we are also pleased to offer more weekend events and many more days scheduled on our home track in Loudon, New Hampshire International Speedway (NHIS).

For those new to DE.

2008 also marks the return of the Novice Day. The event will be held at NHIS (a short, one-hour drive north of Boston) on April 30th and will be hosted by NCR with assistance from NER. The day will include special programs for those who have never attended a Driver Education event including car control clinics on a skidpad and slalom course, as well as extended classrooms in performance driving techniques. Note: This day is also open to everybody else at any skill level. See elsewhere in this issue or check our web site for details.

Instructor Coaching Clinic.

We are also very excited to offer our inaugural Instruct the Instructors day to be held May 21st. In coordination with experts from Bertil Roos Racing School we will be running a full day of training in instruction, instruction aids and in-car techniques. The event will include classroom sessions, trackside workshops, in-car coaching and a track walk — all aimed at making you a better instructor. A more traditional DE program will be offered for advanced solo drivers. Green and Yellow run-group drivers will not be able to attend on this day. See elsewhere in this issue or check our web site for details.

No more paper... save the planet!

NER will no longer be accepting paper registration. To register for any event hosted by NER you will need to do so online. You will, however, still be able to send a check by 'snail' mail if you prefer. See our web site for details.

Registration Process

How to register:

The coordination of the three regions' schedules means registration may be a little more complicated than you are used to. Unfortunately, we are not yet sophisticated enough to have shared data across all three regions (although we are working on it for 2009) and so you will need to register yourself both as a driver and for specific events through the host region's web site

On the event calendar you will notice the host region identified. Although all three regions will be working together to coordinate the actual event days, it is the host region that is responsible for setting rules, policies and pricing, and coordinating registration. **The host region's individual web site will be the only point of registration for the events they are hosting.** This means, for example, for the April 30th event at New Hampshire you must go to NCR's (the host's) web site to register. For the May 21st event you must go to NER's website, etc.

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for any unique event. In all cases this should be a one-time affair. After you have provided your details to each region, you will be able to log in and will be automatically remembered.

continued on page 24

At the end of this copy you will find contact details and web addresses for each of the three regions. If you have any issues with registering either yourself as a driver or for any particular event please do not hesitate to contact any of us. As a general rule, it should be as simple as going to the host region's web site, finding the menu item for Driver Education and then following the link to registration.

When to register:

In almost all cases registration for all participants to all events opens on March 1st, 2008. The exceptions are the UCR-hosted events at Calabogie and Mosport. In the case of these two events, instructors and 'signed off' solo drivers can register after February 1st. Novice and Yellow group students cannot register for Calabogie until May 16th, or for Mosport until July 26th.

As a general word of warning, be aware that all three regions award entry on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that most will be sold out very early. Although you cannot register before the registration opening day we strongly suggest you **register as early as possible to avoid disappointment.**

Other important information about registration:

All three host regions have differing policies on registration closing dates, payment, cancellation, refunds and notification. Please familiarize yourself by reading the host region's policies as found on their individual web sites. Do not assume that rules you are used to with your home region will be the same with other regions.

What else you need to know

Who can drive in a PCA Driver Education event?

All three host regions have the same basic requirements:

- You must be 18 years or older
 - You must be a currently licensed driver
 - You must not be under the influence of drowsiness-inducing or mind-altering substances (prescribed or not) prior to or during the event.
 - You must be a member of the Porsche Club of America.
- Note: Some other club memberships may be acceptable but it will be up to the host region to decide. If in doubt, contact the host region registrar or visit their web site for current policies.

What can you drive at a PCA Driver Education event?

All three host regions accept any Porsche vehicle (excluding tractors, because they don't have seat belts). At the host region's discretion vehicles of other make may be accepted. If in doubt contact the host region's registrar or visit their web site for current policies.

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by

any other makers that may be accepted. The only consistent exceptions are:

- All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar.
- Some older Porsche cars (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements where necessary. All vehicles are required to have (at least) 3-point seat belts.

For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints on both passenger and driver seats. Also be aware that many tracks restrict permissible noise — a modified exhaust may not be acceptable.

What else is needed?

All regions will require that your vehicle undertake a Technical Inspection given by a recognized PCA Inspector. These inspections must be undertaken *prior* to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable "Tech" forms and a list of recognized inspectors can be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not remove the responsibility from the driver/owner of any vehicle for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

All PCA Driver Education events require that you wear a helmet while on the track. All three of the host regions require that these helmets meet at least the SA2000, SA2005, M2005 or M2000. In all cases SA ratings are strongly recommended for their fire safety qualities.

All regions will require a 2-1/2 lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface. Some regions (including NER) allow a one-time exemption from this requirement for the first event a driver attends.

In summary:

- Identify who is hosting the event or events you wish to enter
- Go to the host's web site and locate links to Driver Education
- Register yourself and your vehicle with the region
- Go to their registration site and register for events
- Pay online **or** forward a check to **the host region**
- Have a fire extinguisher installed in your car
- Beg, borrow or buy a helmet that meets or exceeds

- SA2000 or M2000
 - Download a tech inspection form a couple of weeks before the event
 - Locate a nearby tech inspector from your home region's web site
 - Have your car inspected and keep the tech form, as you will need it at the event
 - Read the articles on what to expect and what to bring that appear on all regions web sites
 - Come to the track and have fun

Contact Information:

Northeast Region (NER)

Registrar
Track Chair

<http://www.porschenet.com>
Mark Keefe 508-529-6127
Laurie Jitts 617 536 7846

email address
mzx@charter.net
laurence jitts@msn.com

North Country Region (NCR)

Registrant Track Ch

<http://www.ncr-pca.org>
John Lussier 802-728-4457
Paul Frucci 603-491-2265

de-registrar@ncr-pca.org
de@ncr-pca.org

Upper Canada Region (UCR)

Registrar
Track Chair

<http://www.pcaucr.org>
Rose & Markus Blazak
Martin Tekela

Registrar@pcaucr.org
Martin.Tekela@pcaucr.org

Entering an NCR hosted event on MotorsportReg.com

There seems to be a fair amount of confusion around how to register for NCR events, so I have put together a step-by-step procedure to help out.

NOTE: This is for entering NCR-hosted events only. NER-hosted events (as indicated on our schedule) are entered through a different registration system — see NER's website, www.Porschenet.com, for details.

To enter an NCR-hosted event (such as our joint Novice Day event coming up on April 30th/May 1st) you need to go to the www.MotorsportReg.com website.

1. Upon arrival you will be asked to sign in –or– to create a new account.
 - a. If you have an existing account, just enter your “sign in” and “password” and proceed to step 3 (note these are not your Clubregistration.com or your PCA sign-ins).
 - b. If you do not have an existing account you will need to create a profile — click on “create new account.”
 2. Follow the instructions for creating a new account, ***including filling in your vehicle details and your driving experience.***
 3. After doing so you will be taken to a site called “dashboard.” Click on the link called “my account” toward the top of the page.
 4. Scroll down the page until you reach the area called “Club memberships” and click on “add a club.”
 5. Scroll down until you find “PCA – North Country – DriversEd” and tick the box , fill in the blanks including your region (NER if you are one of ours, etc.) and your run group if you know it (if you have never been to a DE event, choose “purple”), then click on “save memberships” at the bottom of the page.

You have now done the first-time stuff and set up your profile.

INSTRUCTORS PLEASE NOTE: *If this is your first time you still can't register for an event yet.* There is a process that goes on behind the scenes that will take about 24 hours or so. If you try to register for an event before this is done, you will find that there is no option to register as an instructor. After it is done, there will be an option. If nothing has happened in 24 hours, send an e-mail to John Lussier (NCR's registrar) at chrisjohn@innevi.com and tell him you are waiting.

To register for a specific event:

1. Click on "calendar" at the top of the page.
 2. Select the radio button "Events for my clubs" and click on "search."
 3. There should now be a list of 10 events.
 4. Choose an event and click on "register" — note that there are also NER-hosted events shown in this list. You cannot register for NER events here; they are simply there to ensure that everybody knows they are out there.
 5. Follow the instructions on the site.



2008 NER DRIVERS EDUCATION EVENT

NHIS

NEW HAMPSHIRE
INTERNATIONAL
SPEEDWAY



Advanced Drivers Education and Instructor Coaching Clinic May 21st

Registration opens March 1st, 2008 through Northeast Region's website

New for 2008, Northeast Region (NER), in cooperation with our friends from North Country Region (NCR), is very excited to offer our inaugural "Instructor Coaching Clinic" to be held on May 21st. Under the guidance of the experts from Bertil Roos Racing School we will be running a full day of training in instruction, instruction aids and in-car techniques. The event will include classroom sessions, trackside workshops, in-car coaching and a track walk-- all aimed at making you a better instructor. A more traditional DE program will also be offered for advanced solo drivers.

The goal of the Instructor Coaching Clinic will be to provide an enjoyable and engaging format for instructors of any experience to obtain new knowledge, techniques, tools and tricks that will vastly improve their ability to teach the art of performance driving. And, a likely secondary benefit will be a sharp upturn in their own driver learning curve.

The courses will be taught by senior instructors from the Bertil Roos Race School, with Bertil Roos President, Dennis Macchio as the lead instructor.

Topics Covered will include

- Creating the proper learning environment
- Developing realistic goals
- Adjusting attitudes for safety and maximum learning efficiency
- Classroom presentations
- Teaching theory ~ practical application
- Teaching driving technique
- Advanced line theory
- Instructing advanced students
- The efficient use of instructor aides –
 - o Video, Data, Stop watches, Radios, Track walks, Unusual "tools"
- In car techniques
 - o Controlling the student, Communicating at speed, Pre and post analysis
- Individualized communication
- Rain driving
- Self teaching ~ the post school learning process

All current PCA instructors are invited and encouraged to attend the clinic however, if all you want is a student free day of driving on our home track at Loudon, New Hampshire you are also welcome to join our advanced drivers from the Black and White run groups in a more traditional DE program. We will be running extended hours and very few run groups so there should be plenty of track time for all. **Novice (Green and Yellow) drivers will not be able to drive on this day.**

Costs:

Students (Green and Yellow)	Not applicable
Signed off Students (Blue, White and Black)	\$160
Instructors wishing to attend Advanced Driver Ed event	\$160
Instructors wishing to attend Instructor Coaching Clinic	\$160

Garages will be available on first registered, first served basis for \$30. See NER's website for details – get in early there is only a limited number available

Registration will be handled by NorthEast Region

To register go to <http://www.porschenet.com>

Any problems or questions feel free to call your NER representatives

Registrar	Mark Keefe	508-529-6127	mxk@charter.net
Track Chair	Laurie Jitts	617-536-7846	laurence_jitts@msn.com

Racing Round Pylons - Autocross #1 Sponsored By Mike's Autobody

Sunday, June 1st @ Moore Airfield in Ayer, MA

The Northeast Region will be kicking off its 2008 season of autocrossing on Sunday June 1st at the Moore Airfield, a part of the former Fort Devens base. Autocrossing is a safe and excellent introduction to motor sports as well as a fantastic way to learn and improve your on road driving skills. We are quite fortunate to have a venue like Devens. As a retired airfield, not unlike a mini-Sebring, it affords us the ability to build courses that rival regional racetracks in size and scope, if not ultimate speed. With forty to fifty corners in a mile and a quarter there is ample opportunity to learn and practice multiple aspects of high performance driving, from car control and brake technique through corner analysis and chassis setup. All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche or one Other classes, created to maximize competition and let you enjoy your Porsche the way it was designed to be used. In addition to the thrill of competing with others in as many as 8 individually timed runs you will be eligible for awards. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size.

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

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, please see the schedule on the autocross web page. 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. The cost for the day is \$30 for members, \$35 for non-members.

We look forward to seeing you at this first event and if you have any question concerning the event feel free to contact Ron Mann at rjmann@yahoo.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.

German Car Day @ Larz Anderson Auto Museum

Sunday, June 15th

Attention all Northeast Region Porsche Club Owners, come join us at the annual German Car day presented by the folks at the Larz Anderson Auto Museum. This year to be held on June 15th, arrivals start at 9am (with guaranteed good weather!). As in past years we hope to see nearly 100 Porsches (providing the largest German car contingent) plus many other popular marques such as Mercedes Benz, BMW, Audi, and VW, plus the rarer brands such as Opel, Capri, DKW, Messersmidt, and a host of others.

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

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

For questions feel free to contact Steve Ross at slr944@aol.com



NER 2008 Autocross Season PreRegistration

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

Event	Day	Date	Sponsor
1	Sunday	June 1	Mike's Autobody
2	Saturday	July 12	FireFlys Restaurants
3	Sunday	August 3	Autobahn Performance Engineering
4	Sunday	August 31	Ira Porsche Audi
5	Sunday	October 26	TBA

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

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

The eligibility rules are not changing and are still carefully enforced (in other words, bring your membership cards!). As a reminder, we admit members or affiliates driving a Porsche or other make and non-members driving Porsches only.

We also support the PCA Junior Participation Program at our Autocross events. That means your children who are fully licensed, unrestricted drivers, have filled the appropriate permission forms (these can be downloaded from the region's website or the PCA.org site) and are accompanied by you may participate?

We hope everyone is looking forward to an exciting year. If you have any questions, please contact Ron Mann via e-mail at rjmann@yahoo.com, (978)318-7915 (evenings before 9PM).



2008 NER Autocross Series Pre-Registration - Deadline May 26th PCA Member: Yes or No?

Entrant: _____

Co-Entrant: _____

Address: _____

City / State / Zip: _____

Auto: Make / Model / Year / Color: _____

Email: _____ Phone (eve): _____

Series Class (see rules elsewhere for class information): _____

Please enclose check payable to: NER/PCA for \$____/driver for the series

Mail to: Jon Cowen, 12 Copeland Rd, Framingham, MA 01701

Car # Requested

Porscheplatz @ The American LeMans Race At Lime Rock

Friday / Saturday July 11th and 12th

There will be a PCA Membership station within the Porscheplatz for the American Le Mans Series race at Lime Rock Park, Lakeville, Connecticut on Friday, July 11 and Saturday, July 12. The Porscheplatz is hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series. There will be scheduled appearances by Porsche race drivers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track with a two lap maximum open to the first 100 registered Porsches on a first come, first serve basis. Registration for the Parade Laps will be at the hospitality tent for credentialed Porscheplatz participants only. Special features for the weekend will include a "Long Distance Award," raffle drawings for a "Hot Pit" escorted tour and special Porsche related prizes.

For information please contact Zone 1 Rep, Botho von Bose, 416-509-6661 or bvонbose@lomltd.com and also visit the IMSA website, www.imsaracing.net for the latest event schedule. Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars will not be permitted. For drawings and awards, participants must be present to win. For ticket information call Donna Lloyd, Ticket Sales Manager at 1-860-435-5000 ext. 306.

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2008 Autocross Series Rules Changes

Copy By Ron Mann

For the 2008 season there are two significant changes to the rules. Both modifications are a direct response to requests from participants. For the 2008 season, we have collapsed classes 8 and 9 along with 8SS and 9SS. This means that all forms of Boxsters and Caymans will run in direct competition in both Street Stock and normal classifications.

Over the past few years there has been continued confusion over the NER instructor policy. In an effort to clarify as well as simplify the rules, as well as promote education while preserving a level playing field, the committee has decided to drop the notion of unofficial instructors, dividing the instructor policy away from the notion of a passenger policy. To summarize, the instructor position is purely a work assignment designation. Instructors will be designated by the worker captains from a known pool of experienced individuals. To qualify for this position, Instructors must have a minimum of four (4) years experience as well as having demonstrated the ability to compete at a high level, having a minimum of at least one contested class championships. Instructors will be responsible for aiding and educating all novices. Novices are defined as those individuals with less than two (2) years experience. Instructors are to be passengers only in the students vehicle. For further rules on the Instructor policy, please see the complete rules on the website.

In addition to the changes to the instructor policy, the committee has voted to amend the passenger rules. Any registered participant is allowed, for educational purposes, to ride as a passenger provided that one of the car's occupants is **not** a novice driver as defined above. The number of rides is unrestricted, however with privilege comes responsibility. The five car minimum rule will be strictly applied such that if the participant has failed to complete their allotted number of runs by the end of the session, the remaining runs will be forfeited. Additionally, the express purpose of this policy is to help promote camaraderie as well as the skills of all drivers at all levels. If, in the opinion of the Autocross chair or his/her designee, a participant is abusing this policy for direct competitive advantage, showboating or in any way abusing this policy to the detriment of the event, the offender's privileges can be revoked and they can be DQ'd and/or banned from future events. For further information, please see the complete rules under the Passenger Policy section on the website.

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Thrill Rides 2008

Copy By Peter Tracy, Photos By John Bergen

With the long snowy winter we have had this year, it is a given that Porsche enthusiasts are dreaming about those nice sunny days to come when it is possible to enjoy all the capabilities built into their favorite Porsche, no matter its age. On a bright sunny morning in February, about 50 people gathered for the 2008 version of the Driver Education Ground School (aka, Thrill Rides 2008) at HMS Motorsport's new location in Danvers, Mass. to put a little substance to those dreams. The PCA Driver Education (DE) program is one of the few places one can enjoy his/her car to its potential and here was an opportunity to learn what DE is all about.

As people arrived, they signed in and enjoyed breakfast goodies graciously provided by HMS. The proceedings began with a presentation by Joe Marko of HMS who is a fountain of knowledge about high-performance driving and the various types of equipment that enhance the enjoyment and safety of driving on a racetrack. Joe gave a short but extremely informative discussion of things to consider, including safety issues, when purchasing a helmet. For instance, he pointed out that because the proper fit of a helmet is critical for safety, you must test fit it on



HMS has in stock lots of helmets - in all price ranges

your own head, an exercise which is difficult to do online. In discussing other kinds of safety and driving equipment he brought up some finer points, such as the recommendation that gloves



Steve Artick led the discussion on the what's and how's of DE



A large crowd of interested DE participants was on hand

for use in DE ought to be a bright color such as red so that when you signal drivers to pass, the drivers behind you will be able to see your hand clearly. If you need any sort of high-performance



HMS also stocks a wide selection of driving shoes

driving gear, you owe it to yourself to visit HMS and check out their wide selection of safety harnesses, racing seats, helmets, driving shoes, gloves, safety equipment and much more.

continued on page 34

SCHROTH RACING

The advertisement features a white Porsche 911 race car with the number 56 prominently displayed on its side. Above the car, a large graphic of a six-point racing harness is shown. To the right of the car, there is a racing seat with the brand name "RECARO" visible. Next to the seat are two bottles of racing fluid: one labeled "RED LINE" and another labeled "MOTUL". The background is dark, making the white car and the products stand out.

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Thrill Rides- continued from page 33

Then we were on to the main order of business. Steve Artick, who has been involved in running the DE program for a number of years in a variety of roles, most recently as Chief Driving Instructor, gave an informative and entertaining presentation designed to help those who have not yet participated with understanding what the program is, how it is run, and what happens at a typical event. Topics he covered included:

- Why would you want to participate?
 - You will drive your Porsche at famous racetracks and explore what you and it can do in a safe and controlled environment as you learn new high-performance driving techniques under the guidance of approved Northeast Region instructors.
 - You will become a safer and more confident everyday driver.
 - You will meet new and interesting people.
 - Above all, it's fun!
 - What happens on a typical day?
 - Check in
 - Final safety inspection of your car
 - Driver's meeting
 - Meeting with your instructor
 - Four 20-minute driving sessions on the track per day with a group of other drivers of similar experience
 - Work assignments



Plenty of extras were available for purchase

Audience interest and enthusiasm was high with lots of questions asked, and the discussion continued through the pizza lunch provided by HMS. As the meeting wound down, many participants could be seen checking out the array of products offered by HMS and making purchases, a sure sign that they will be participating in some of the DE events this year.

If you were unable to attend the Ground School but have interest in learning about or participating in DE, you should sign up for one of the events (you can find the schedule on the Northeast Region website: www.porschenet.com or contact one of the members of the track committee.



Our host for the session was HMS owner Joe Marko

One of the Northeast Region's original members, Roger Bond, passed away on March 14th. He was an active member in the early years of the region, participating in many of the region's events. Roger was a registered architect and designer in the Boston area, a veteran WWII US Army, a member of the Boston Society of Architects, a graduate of Amherst College and M.I.T., in addition to the Northeast Region PCA. His wife Elizabeth had previously passed away. The region extends condolences to his family.

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Porsche News

Copy & Photo Provided By Porsche Cars North America

NEW YORK--(BUSINESS WIRE)--March 20, 2008--Kelley Blue Book, the California-based organization that provides vehicle valuation information, new-vehicle reviews and more to both consumers and the automotive industry, today announced Porsche as a 2008 Kelley Blue Book Brand Image Award winner, garnering the award for Best Exterior Design in the Sports Car/Convertible category.

Paul Johnson, president of Kelley Blue Book, presented the award to David Pryor, vice president of Marketing for Porsche Cars North America, during an awards ceremony held during the 2008 New York International Auto Show Media Preview Days.

Kelley Blue Book set out to uncover the driving forces that power new-vehicle purchases by going to the source - consumers. Over the span of one year, the organization surveyed more than 12,000 shoppers via its kbb.com Web site as part of Kelley Blue Book Market Research's Brand Watch Study to gauge consumer automotive perceptions. The Brand Watch Study analyzes new-vehicle shoppers' perceptions of brands and the factors that influence their vehicle-purchasing decisions.

"With its design language Porsche has been able to pull off an incredible feat, namely, making its sports cars all look classic and contemporary at the same time," said Jack R. Nerad, executive editorial director and executive market analyst for Kelley Blue Book and kbb.com. "That this has been accomplished by retaining a family resemblance among the Porsche models makes it all the more remarkable."

"The Porsche brand, which this year celebrates its 60th anniversary, grows stronger with every year," said Pryor. "The brand's foundation is built upon the iconic 911, Boxster and Cayman silhouettes - Porsche sports cars that are and always will be instantly recognizable as Porsches. We are extremely honored to receive this prestigious award from Kelley Blue Book, a company consumers know they can trust for accurate and objective vehicle information. In fact, we're so proud of this award, it will be part of our New York Auto Show display for both the industry and the public days."

Porsche displayed its full line of high-performance sports cars and sport-utility vehicles at the highly popular New York International Auto Show, including the new 2008 911 GT2, Porsche's



top-of-the-line 530-horsepower, twin-turbocharged 911 coupe. It also unveiled at the show the new 2008 Boxster RS 60 Spyder, a 303-horsepower, mid-engine roadster inspired by the Porsche RS 60 racecar that challenged larger and more powerful competitors in the 1960s at U.S. and European tracks like Sebring, the Targa Florio and Nurburgring.

In The Pits - continued from page 11

event at Circuit Mont-Tremblant. My own first-ever DE event with NER was at Circuit Mont-Tremblant and it is still one of the most memorable three-day periods of my life. If you have any inclination to come to a DE event, book your vacation time, pack the entire extended family in the Porsche and come and join us for what is always a great time for everyone — just don't forget to register first!

Speaking of our newer members, it was great to see and meet the capacity crowd that turned out to our Driver Education Ground School held at the new HMS Motorsport facility in Danvers on February 24th. Joe and the crew from HMS turned out both breakfast and a pizza lunch, as well as providing invaluable information about the safety and race equipment they supply, while Steve Artick (our past Chief Instructor) did a masterful job of leading the eager crowd through an engaging and informative conversation around all things DE. I am delighted to note that a good percentage of these same attendees have since signed up for our joint NER/NCR Novice Day at NHMS.

My own life has been busy as always. Between my duties as Track Chair and flying back and forth from New York for my 'real' job, I never seem to have enough time for the things that really matter. I did finally get to spend some time preparing the old 911 for the Targa Newfoundland that my brother and I will drive later this year. With the able assistance of Chris Luciano and the crew from Peerless Motors (where my cars live in the colder months), the 35-year-old beauty now sports a new transmission and a shiny new (and damned inconvenient) full roll cage, as well as all the required safety equipment. It will, in a matter of days, will be ready to head out on the road again, weather permitting. I'm intending to take her to a couple of DE events and attend as many of NER's autocross events as possible with the intention of learning how to drive her before we venture up to far northern Canada. It should be a new experience relying on skill and momentum to get around a circuit quickly after being spoiled by the 380 hp, who-cares-if-I'm-a-little-slow-here-I'm-going-to-blow-by-you-on-the-straight-bits GT3. I can't wait.

On the subject of the Targa, I need to come up with a team name for our entry. Since my brother and I are both Australians I immediately looked to our home country for inspiration. The best I could come up with was "Team Wombat" (the Wombat being a half blind and slow moving Australian native marsupial

and, therefore, seemingly an appropriate mascot) but I'm looking for any suggestions. If you have any, send me an e-mail — and try to be kind.

I hope you are all as excited as I am about the new season and the rapidly approaching warm weather. See you at the track.

Out In The Passing Lane - continued from page 4

clothing and jewelry stores in St. Martin that must be selling to at least a few U.S. citizens. The other conclusion one can draw is that vacationers rarely declare anything of value when they pass through U.S. Customs — anticipating that no one in Customs will ask any questions or pursue serious investigations.

I, of course, wonder what this says about our whole approach to homeland security. If the Customs agents on the scene can't do basic math or make change, how in the world are they going to stop illegal immigration or potential terrorists. The TSA staff did open my suitcase before it was put on the plane from San Juan to Boston — to check out my computer battery charger, I'm guessing. So maybe there are Homeland Security procedures that are better managed.

Our vacation was fantastic, by the way. Twelve days of great warm weather, plenty of restaurants to pick from each evening, and lots of time to read, with no business distractions. I'm already making plans for a return trip in 2009 when Susana and I will celebrate forty years of marriage.

Collings Foundation Tour - continued from page 21

Directions from Boston (items in parentheses are distance in miles from 0.0 mark): (0.0) Take Mass. Pike West from Boston, (12.5) Exit to Rte. 30 (Weston). After going through toll, DO NOT take Rte. 128/95 ramp. Proceed STRAIGHT onto exit ramp, then turn RIGHT at end of ramp toward Rte. 30 , (12.6) LEFT at traffic light onto Rte. 30, and immediately get into RIGHT lane , (12.8) RIGHT at traffic light onto Newton Street, soon passing Pine Brook Country Club ,(14.9) Bear LEFT at Y toward Weston Center beyond "Land's Sake Farms" sign, keeping school building on left, (15.4) LEFT at traffic light onto Rte. 20 West , (19.0) RIGHT at traffic light onto Rte. 27N, then bear LEFT to stay on Rte. 27 toward Sudbury , (22.1) STRAIGHT at traffic light continuing on Rte. 27, then, (22.5) Continue STRAIGHT ahead toward Hudson where Rte. 27 turns right, (25.7) Pass Dept. of Fire Services buildings on right , (25.9) RIGHT at Y onto Sudbury Road to pass Marlboro-Sudbury State Forest on right, (27.8) LEFT onto Barton Rd. after sharp bend (just before the river —CAUTION— some rough road) , (28.4) RIGHT onto Collings asphalt driveway across from yellow house with chain link fence

Directions from Rte. 128 N or S: Take Exit 26 onto Rte. 20 West. Stay on Rte. 20 until reaching Rte. 27N intersection, Follow the directions from Mile 19 in the Boston directions above.

Upshifting - continued from page 5

The camaraderie of good friends, long-time as well as new ones every year, cannot be replicated elsewhere.

While we won't ever give it up — as long as we can safely (for ourselves and other drivers on the track) negotiate our way around — we are already easing back from the 40+ days a year I used to do. For us, there is a life to be squeezed into and among the track dates. For too many years we haven't even considered doing anything other than track driving between April and November, and are coming to the realization that there are things we want to do and places we want to go that better get done while we're still able. So we're starting this year, and it's only going to make our warm weather season more hectic than ever, doing both. Hope to see you at the track.

Ten Thoughts to Ponder for 2008

Number 10: *Life is sexually transmitted.*

Number 9: *Good health is merely the slowest possible rate at which one can die.*

Number 8: E-mail me for this one — it is marginally unsuited to a family magazine but we need 10 items in the list. "Nine thoughts..." doesn't sound as good as "Ten thoughts..."

Number 7: *Give a person a fish and you feed them for a day, teach a person to use the Internet and they won't bother you for weeks.*

Number 6: *Some people are like a Slinky ...Not really good for anything, but you still can't help but smile when you shove them down the stairs.*

Number 5: *Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.*

Number 4: *All of us could take a lesson from the weather. It pays no attention to criticism.*

Number 3: *Why does a slight tax increase cost you \$200.00 and a substantial tax cut saves you \$30.00?*

Number 2: *In the '60s, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.*

And, the Number 1 Thought For 2008: *We know exactly where one cow with Mad-cow disease is located among millions and millions of cows in America, but we haven't got a clue as to where millions of illegal immigrants and terrorists are located. Maybe we should put the Department of Agriculture in charge of immigration.*

Flat Sixer - continued from page 10

The academy ran on Saturday and Sunday from 8:30 to 1:30. This is quite a long time, and F1 assumed that parents for the most part would not be hanging around for the whole time. I intended to stay and watch and take pictures. I guess I was just as excited to see what this carting stuff was all about. The first morning found us having to sign a bunch of forms and waivers. Sound familiar? The kids were then assembled into a classroom for a novice briefing meeting where an F1 person went over the rules of the facility, the flags, the line of the track, and a few other tidbits about what to expect.

Of course, when the instructor started asking questions and looking for answers I had to restrain myself from raising my hand or shouting out an answer. It was nice to see that the kids, there were about 22 on hand, had soaked up all of the training information and were able to answer all of the questions easily. So now they were ready to get sized up for helmets, suits, neck protectors, and carts.

I was able to watch most of the prep work from an observation platform above the track. It was interesting to see them fit the different sized kids into basically two standard sized carts. And while all of this sizing was going on an instructor took half the class out on a course walk. If I had been on my toes I would have joined one of the groups, but I guess my caffeine level was low as I was starting to get a mild headache and had to hurry off in search of some coffee.

Then the driving began. The kids were split into several groups, each with maybe five or six carts in it. The first run for each group was at a very reduced and controlled pace. The goal of the run was for the kids to follow a lead instructor and learn how to accelerate and brake. One of the safety points stressed in the class was that when someone brakes they are to raise one of their hands into the air to alert the drivers behind them to slow down. It kind of reminded me of the signal we use in DE for pitting.

The next three runs were focusing on increasing speed. It was pretty cool to watch these little kids zip around the track. By the end of the first day they were really moving. After the day's session was over, both my boys were excited and tired, but they were anxious to get back to the track the next day. You see, on Sunday they would get the chance to pass and they were rehashing all of the opportunities they would have had on Saturday if they had been able to pass. I chimed in that what they should be concentrating on is their smoothness and their line, and not whether they are passing people or not. The old phrase then came out of my mouth, "With smoothness comes speed." I'm not certain they bought it, though.

The next day was just as fun for the boys as the first. All the kids were making great progress in their driving, and the instructors decided to have a simulated race in each of the last runs. The cool thing about having a race was that F1 turned on the leader board to show each child and their cart number and what place they were running in, as well as their lap times.

Then at the end of the day, much to my surprise, F1 allowed the parents to try their hands at racing — only after signing some waivers and watching a video, of course. I was more than happy to sign up in order to get a chance to experience the thrill of driving a cart. I do have to say that I was amazed at how fast you can get one of those things going. I was equally alarmed by how some of my fellow parents drove and how they threw their carts into turns with reckless abandon. I did manage to survive, but I'm pretty sure that I won't be a famous cart racer anytime soon. I will say, however, that the racing academy proved to be a success, and I am confident that both boys will be attending the F1 camp this summer.

Now, on to my 911. My quest for wheels is continuing. I am checking all the usual places for a set of 17-inch Cup 1 or Cup 2 wheels. I am hoping to find wheels that won't require me to use spacers. I have found a few promising leads on eBay, Rennlist and Pelican Parts. The challenge here is making sure I am comfortable with what I am buying and have some confidence that I won't be taken for a ride by some con artist. If I don't find any used wheels I may just opt to buy some new Italian knock offs from Tire Rack. If anyone reading this knows of any good used wheels, please let me know!

I hope to have new wheels and tires before my first DE of the session. I will be heading up to NHMS at the end of April for the two-day NCR/NER opening event. I have also registered for five other events throughout the summer, and have made my co-workers aware of my out-of-office/vacation days. This year I will be going back to NHMS (at least two different events), Mont Tremblant, Watkins Glen and, finally, the new track in New Jersey.

It is going to be one busy season for me, especially when you add the autocross dates on top of the track dates and all the other various NER PCA events. But, I am looking forward to it, and I am confident that I am up to the task.

One of the last things I want to write about this month is the recent Zone 1 Presidents' meeting I attended. All of the Zone 1 Membership Chair people were invited to attend this year's Presidents' Meeting. I must admit that I wasn't too keen on the idea of having to drive out to Albany on a Friday night. Luckily I wasn't going to be making the trip alone. Steve Ross was going to be my co-pilot, since he was filling in for Bruce who was unable to attend. This made the drive out and back much easier. The meeting itself proved to be well worth it. The National Membership Chair, Carolyn Ewbank, was on hand to talk about some of the challenges PCA has faced with mem-

bership retention over the years. Basically people who were kind enough to fill out a non-renewal survey have provided us with some good information as to why people leave PCA. The top three reasons were: they didn't find what they were looking for, they didn't feel welcome, and the club didn't have a newsletter.

Well, NER has an excellent newsletter with some of the best writers around. Of course, I am a bit biased. NER tries to make people feel welcome and we have a variety of events outside of just DE and autocross. One of those great events is the Ramble, for which I heard that there are over 120 cars registered as of last week. Another great welcoming event is NER's Newcomer's Meeting this April 20th at IRA Porsche. If you recently joined the club, in the last 10 months or so, you should really try and get to this event. Not only is it an excellent way to learn what NER has to offer, but you can also meet other new members, you get a free lunch, and there are always some good freebies that are raffled off to the people in attendance.

The reason of not finding what they were looking for is an interesting one. I would suggest to all of our members that if you have ideas and/or interests that you think others may enjoy, then please share them. We are always looking for new things to do and try. Part of the benefit of being a member of a club is that you have the ability to participate and help improve the club. People are what make our club great.

Well, that's all she wrote. I hope to see many of you at some of our upcoming events! If you see me, please introduce yourself and say hello, I will be trying to do the same. Till then, stay warm, dry, and safe!

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Four Speeds - continued from page 6

In fact, the engines dropped back into each car and everything lined up exactly as though they had been there all these years. I swapped the exhaust systems (after coating with high temperature paint of course) and even they lined up easily. Amazing.

The SC was a little reluctant to fire up because one of the carb floats got stuck from sitting over the winter. Even that only took a few minutes to fix after it spit some gas on the floor. It's almost like these old fellows tell you where to look when something doesn't work.

The task took longer than a weekend because I kept finding more things to clean and, besides, it really is fun to work on these old tubs. Sometimes I just hate to turn off the light at night. Everything we work on in life should be so much fun. KTF

Double Clutching - continued from page 9

someone like me. Maybe when I get to the Cadillac showroom and take the opportunity to test drive the CTS it will just blow me away and I'll take back everything I have written. I just think it is a

real pity that here I am, wanting to buy American, yet feeling that I still have nowhere to turn for a win-win situation, where I get to buy American and in turn get a car that I would look forward to driving every day.

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

Zone 1 Representative

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

Welcome New Members

Mark Brown
Diane Brown
Chelmsford MA
2004 C4S

Robert Chiller
Amesbury MA
2007 Cayman

Michael Clark
Bow NH
2002 911 4S

Robert Cummings
Swansea MA
1999 Boxster

Steven Delongchamp
Jeanine Delongchamp
Scituate MA
2004 Boxster

Joan Gorski
Walter Gorski
East Orleans MA
2002 911

Vincent Heidenreich
Braintree MA
2003 Boxster S

David Lipkins
Orangeburg NY
1985 944

Brian Mason
Monica Mason
East Greenwich RI
2008 997 4S

William Nicholson
Grafton MA
2004 Boxster

Robert Raeburn
Kyle Raeburn
East Greenwich RI
2005 997 S

Peter Schaub
Watertown MA
1998 Boxster

Carl Scholz
Sudbury MA
1987 911

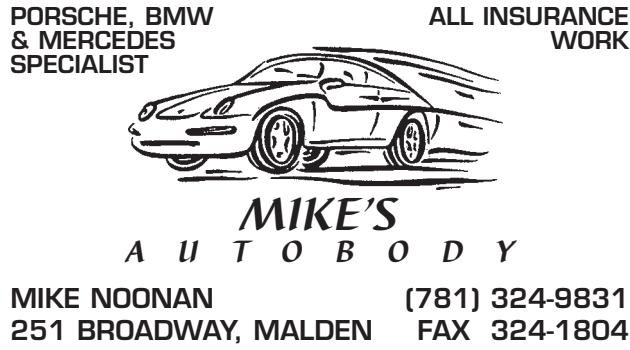
Jeffrey Segal
Glastonbury CT
2007 911 S

John Sheppard
Anthony Sheppard
Carlisle MA
2008 997 Turbo

Ian Wood
Waltham MA
2002 911

Mario Wurzl
Westborough MA
2006 Boxster S

Transfers In
James C. Hanrahan
From: Gold Coast
1986 911



Please send address
corrections / changes to:

John Bergen
NER Membership Chair
11 Beethoven Ave, Walpole, MA 02081
bergenj@comcast.net
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New —

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'07 Cayman S	Arctic Silver/Black	P7023	\$52,900
'07 Cayman	Atlas Grey/Stone Grey	P7036	\$50,750
'07 911 Carrera S	Arctic Silver/Grey	P7025	\$87,900
'07 911 Carrera S	Arctic Silver/Stone Grey	P7048	\$91,615
'07 911 Carrera	Black/Grey	P7069	\$80,975
'08 Cayenne Turbo	Crystal Silver/Stone	P8015	\$112,045
'08 Cayenne S	Crystal Silver/Black	P8016	\$69,315
'08 Cayenne	Meteor Grey/Black	P8021	\$72,025
'08 Cayenne	Midnight Blue/Stone Grey	P8035	\$59,030
'08 911 Carrera	Basalt Black/Black	P8031	\$80,840

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