

Polo & Porsches @ Myopia Hunt Club Polo Grounds  
**PORSCHEFEST 2008**  
**Essex River Cruise**  
TOUR TO BATTLESHIP COVE

# THE NOR'EASTER

08 AUGUST 2008 AUGUST

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

# Think this is bright? Wait 'til we turn the lights on.

-Jerry Pellegrino (May 26, 2008)



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**Event:** The Big Move is complete!

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## COVER



**Cover Photo**  
Photographer, Pierre Goyette provided this outstanding shot of turn one at Le Circuit Mont-Tremblant. See more of Pierre's photographs inside this month's Nor'easter.

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

# Out In The Passing Lane

Dave Weber



Our Watkins Glen jinx has struck again, this time during the Zone 1 48 Hours driver education event. Last year we traveled all the way to the Glen, only to have the turbocharger on our tow vehicle fail before we could drive up the hill to the track for the event. I wrote sadly about the 28 hours we ended up spending on the road in a rented vehicle going home and then back a week later to the Glen to pick up the repaired truck. That trip we spent no time on the track.

This year I hoped things would work out much better, which, as it turned out, was way too optimistic. The principal culprit this year was the weather. Rain fell during most Red run group sessions over the three-day event. We were on the track a lot, but not in our own cars. We assisted in the PCA National Instructor training program one day — spending the better part of two hours driving prospective instructor's cars. On the other two days we were passengers in student's cars. When it came time to drive our own cars, the heavens opened up. During one of the particu-

***I note that globally there's a building consensus that using corn to make ethanol fuel is a really dumb idea.***

larly potent storms on Saturday the wind came up suddenly and damaged our trailer awning.

Our time on the track in our own cars for the three days came to four sessions totaling two hours for me, and two sessions or one hour for Susana. Capping off the weekend, Susana experienced a clutch line failure at the end of her second session on track, ending for certain her event (we were packing to head home so she wasn't going to attempt any more runs anyway).

To further fuel my frustration I mentally tallied our expenditures for the event: \$500 in registration fees, \$450 in diesel fuel for the truck, approximately \$450 for the Longhouse Lodge, \$50 or so in tolls, \$125 for race gas (didn't need much!), and \$250 at Wal\*Mart for food and supplies. \$1825 spent for three hours of total on-track time between the two of us — definitely a marginal value proposition this year! I think that works out to have cost us around \$22 for each lap we drove that weekend. Ouch! Next time I just know we'll have better luck.

By the time you read this column we'll have returned from our region's three-day driver education event at the new track in Millville, New Jersey. I'm really looking forward to driving on this brand new track. I like the challenge of learning the fast way around a new track, plus I enjoy in general the novelty of a new track experience. After twenty-five years of driver education activities, I need the challenge that comes from starting all over at a new track. It will be interesting to visit Millville once again, as years ago I had a clam processing plant in that community (since sold, thank goodness!) and I made a number of trips down to south New Jersey. I certainly never expected a world class racing facility to be built in Millville.

I note that globally there's a building consensus that using corn to make ethanol fuel is a really dumb idea. I've frequently used this column to rail against the whole idea, quoting in the process a number of analyses detailing the environmental costs and marginal (if any) net gain in energy supplies (ethanol production requiring lots of energy in the production process — while consuming huge quantities of scarce water resource). Now with food prices exploding all over the globe, the politicians are finally starting to recognize what a mess they've created. Of course

they'll be slow to correct that mess, now that the farm lobby is dependent on the subsidies they're receiving along with record prices for their crops.

While Washington D.C. politicians jumped on ethanol as a solution to our dependence on foreign countries for oil, they are doing nothing to make it easier for oil companies to drill for oil within our territory (land or off shore). I don't get it. I know there's concern for our environment, which is appropriate, but technology has progressed quite a bit in the years since there were major oil spills off shore. The Alaskans are all in favor of drilling in Anwar, and they for certain care a lot about their environment. Why isn't the debate focused on making sure drilling is done safely, versus an approach based on doing nothing? How expensive does gas have to get before the political establishment frees up the energy industry. And don't get me started on alternative energy sources — we're years away from wind or solar making much of a difference — especially

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# Upshifting

Bruce Hauben



Well, all you dieselphiles take heart if you thought you had it bad. Russian billionaire industrialist Andrey Melnichenko recently took delivery of his 390' yacht *A*. Yes; its official name is *Motor Yacht A*, and the single letter "A" has been emblazoned on her transom. *A* reportedly cost Mr. Melnichenko \$300 million and is the second largest yacht to be delivered so far in 2008, the first being *Al Mirqab* at 436'. *A* ranks only 11<sup>th</sup> in the list of largest private yachts in the world. Paul Allen's (co-founder of Microsoft, owner of the Seattle Sea Hawks and Portland Trail Blazers, philanthropist and tech entrepreneur) *Octopus* is 9<sup>th</sup> at 414'.

Mr. Melnichenko's fellow countryman Roman Abramovich reportedly has a more than 500' yacht under construction for more than \$400 million. In case you haven't already read between the lines, I get a kick out of such numbers, they're so absurd to us everyday folk. If you're likewise intrigued, [www.yachtspotter.com](http://www.yachtspotter.com) has a wealth of such interesting trivia. Mine it a little and you'll

***The rules and regulations are far too involved and onerous to get into if you in fact should have a "commercial" registration and plates.***

find many of these yachts for charter, thus having their own websites and much detail and many pictures.

Anyway, I've wandered. The yacht *A* burns 700 gallons of diesel *per hour* at cruising speed. Add to that a crew of 42, for a sleeping capacity of 14 guests (imagine the opulence) and you get a little idea of the cost to run such an asset, and apparently they are appreciating assets. The few shipyards in the world able to build mega-yachts have a long waiting list and some owners have been making money by selling their position on the wait list and/or their not yet built yacht for a tidy profit. As J. P. Morgan once said when asked by a fellow partygoer how much it cost to operate his yacht, "If you need to ask you can't afford to own one."

On to a more serious topic for all of us who tow a car to DE or Club Race venues. Let me first say that all opinions expressed below are my own, unless specifically attributable, and I bear no responsibility for any problems you may encounter as a result of my opinions. They are simply that,

opinions, and not legal advice. Further, Rick Betterly has given permission for any attribution.

First, the history: Rick was returning on Thursday from our very successful LCMT DE, when he was pulled over by a VT DMV enforcement officer and informed that he was in violation of myriad commercial vehicle regulations. These included but were not limited to driving without a "log book," without a "medical examiner's certificate," without a "CMV (Commercial Motor Vehicle) inspection certificate," CMV "trailer inspection certificate," etc. etc. Though the inspector waived the many fines and penalties, due to the lack of a log book to substantiate time on the road, Rick and his son and son's friend were forced to wait ten hours before they were allowed to proceed.

Rick's F-350 dually is owned by his company, has commercial plates and a very small and discrete company name sticker. Therein seems to lie the crux of the situation. As reported, the official mentioned several times that the company sticker caught his attention and defined the tow vehicle as a "commercial" vehicle. As you might expect, during that ten-hour wait, the company sticker was removed.

To further complicate matters, each state has varying requirements relative to the FMCSA (Federal Motor Carrier Safety Administration) regulations.

FMCSA is the sub-agency of the DOT (Department of Transportation) that oversees federal highway regulations. For example, I know that at one time in MA if you have commercial plates you must have some company information on the vehicle and vice versa. We all know that regulation was never enforced. Unfortunately, I can no longer verify that ruling. MA is also one of the many states that require full FMCSA compliance for intrastate commerce. As I was researching this I came across the eligibility standards to qualify for a disability placard or DV plates in MA. One of the conditions that will qualify you for such privileged parking is being "legally blind." The manual goes on to explain in detail the definitions of "legally blind" and then at the very end says, "if you are in this classification, you must surrender your license"... duh!!

The rules and regulations are far too involved and onerous to get into if you in fact should have a "commercial" registration and plates. I leave that drudgery to you should you decide to go

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# Four Speeds & Drum Brakes

Tom Tate



After playing with Porsches in almost every Avenue it was time to check my 'Bucket List' and see if there was anything I had missed. Actually, a couple of things had lined up to make me take a closer look.

Between autocross, concours, rallies and driver education, I had touched every area except wheel-to-wheel racing. I had crewed for a lot of drivers over the years and looked over the pit wall with interest but never dove into a turn with a pack of cars around me. I never had a dedicated racecar, although some street cars I drove looked like they should be on a track. I realized some time ago that Roger Penske wouldn't be at the tracks I went to, so getting a spot on the team was not really the goal. I just wanted to run a few events for the fun of it.

A couple of years ago I dragged a project 356 out of a barn at the Cape. It was solid but stripped down, and had racecar written all over it. Attendance at a couple of vintage races last year got me thinking about going out to play with that

***It was clear that fielding a competitive car wasn't going to happen by tinkering in the garage a couple of nights a week.***

tub and I started to look into building it into a competitive car. These were old cars driven by old guys but they still had to go fast on the track.

I'm the first one to tell people to never build your own racecar. Go buy a car that's already done; it saves a lot of time and money. Even though I had a perfect candidate sitting in the garage, I should know better. I didn't get very far into the project (the file was only about 1" thick) when it became clear that I was about to put \$50k into a car that was going to be worth \$30k when I



was done. And it would probably take two years. That's not really the way I like to work.

I made some calls to a couple of vintage drivers and got some interesting perspective on racing old cars. One participant had been running four or five events each year for the last five years and was having a great time. He hadn't won any but was always a contender and said the thrill of the race was worth it. He had been through three engines (@ \$15k each), two transmissions (@ \$6k each), and a lot of brakes and tires, both slicks and rains. He had recently upgraded his tow rig and enclosed trailer so that he could be more comfortable during the 14-hour tows to far away tracks. The new Ford dually was an improvement over his Suburban because it got 7 mpg on diesel instead of 6 mpg on gas. Recent changes in the price of gas vs. diesel fuel have punched that ticket but at least it has satellite radio. I asked what the annual racing budget was and his reply was "what budget?"

This was starting to look like a money pit. Besides the money involved it was clear that fielding a competitive car wasn't going to happen by tinkering in the garage a couple of nights a week, unless I wanted to hit the track in 2015. What if I went down that path to discover that it wasn't as much fun as I expected? And where was I going to hide a tow rig in my neighborhood? I tend to equate fun with cost, things that are fun and don't cost much are even more fun. This whole adventure didn't seem to be headed to the 'priceless' column. I got a really good idea from my old friend, George Nelson. He suggested that I just rent a vintage 356 for a weekend, run a couple of races and see if I really liked it. There are a few shops that have that kind of program, and I had talked to a couple of them at the Rennsport Reunion lat Daytona.

I put a call in to Vic and Barbara Skirmants at 356 Enterprises (810-688-2059) in North Branch, MI to see what their schedule looked like. It looked like an upcoming race at the Mid Ohio track in June would work. Vic had been helpful over the years with mechanical issues, is a great contributor on the 356 Talk List and is working on a transmission for me that I delivered to him at the Hershey swap meet last spring. He had a few cars at Rennsport

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# Around The Cones

Steve Ross



Last month I rambled on about some of the mistakes I had made in my automotive driving career, both with my Porsches and with others. This month will be random tales and remembrances from many of the cars I owned, including the Porsches and others — some crazy and others dumb by today's standards, but otherwise par for the course years ago.

My first car was a hand me down '54 Ford two-door sedan that my elderly grandfather gave me after he gave up his license in his late 80s, having had two accidents in a month. As I think I mentioned in a prior column, this car was in such tough shape that I had to spray paint the body monthly to keep the rust covered, and even did the chrome bumpers (remember them?) with aluminum-colored paint every other month. The car had some interesting features. One of the more noteworthy was vacuum-powered windshield wipers. It seemed like a good idea, since all engines had plenty of vacuum to drive these wipers. The only problem was that, when you pressed

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the gas pedal, vacuum was greatly reduced and the wipers would slow or stop. Since this was far before the DOT was formed there was no government body to act like 'big brother' to tell Ford this was dangerous; I just learned to work around it. Also rare in those days were windshield washers, so when the window got smeared with dirt you had to pull up behind another car in an attempt to get some spray from the car ahead to clean the dirt off somewhat. Another antique device was a manual choke. Seems Ford stuck with them for quite a while as they lasted until the early '60s in some models, and I think even the Boss 302 of 1970 had one (is that right Mr. Editor?). One final flaw of this car was a leak in the distributor that allowed oil to soak the points. Since I relied on the local gas station to work on the car, I trusted their judgment that the best thing to do was perennially change the points. Only after I sold the car to him, for a pittance, did I realize that he knew how to fix the problem cheaply. Live and learn.

In the late '60s I was bitten by the British car bug and purchased a three-year-old MG Midget. A neat marketing job by British Leyland (the manufacturer) offered this model, identically mechanical to the Austin Healey Sprite but without wire wheels and some trim on the hood, and with the MG Octagon of course, for a few hundred dollars less. This was the 'modern' Midget graced with new-for-that-year roll-up windows to replace the previous side curtains. The top, of course, was of the 'build it yourself' design necessitating a five minute ritual of installing support cross bars followed by spreading the top on them then trying to snap a gazillion fasteners as fast as possible to avoid getting soaked in the sudden rain shower. The best move was to leave the top down and drive fast. Some other typically British features were the positive-ground battery (no big deal unless you wanted to install a radio, which required a British radio or purchase of an inverter), a distributor that was installed in the most inaccessible portion of the engine bay with build-it-yourself points (one-piece points would come years later), and a canister oil filter that had about a dozen seals, washers and other assorted grommets, some of which were not always needed. Being an American version, a heater was included. The only problem was that it only heated in warm

weather; in the winter (no winter cars those days) you couldn't find any substantial heat. The transmission was designed before first-gear synchros, so downshifts to that gear had to be done at a standstill. Wire wheels needed perennial tuning (i.e. tightening), and finding someone to balance them was like pulling teeth. But through it all the fun of driving a British sports car in the warm weather with the top down, and exhaust purring, was worth it all.

My second sports car was also my first Japanese car, a '69 Datsun 2000 roadster. It was an incredible bargain for the time, equipped with a 2.0 liter overhead cam four-cylinder engine putting out 135 horsepower through a standard five-speed synchromesh transmission, a folding and removable soft top, a tonneau cover and boot, and an AM radio, all for less than \$3,000 new. Although great on paper (the Japanese first attempt at building a better British car, the latest being the Miata), the quality of engineering was less than

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# Minutes Of The Board

Jill Maserian- July 11th, 2008 Board Meeting



The July NER board meeting was called to order by our host and President Bruce Hauben at 7:40 pm. In attendance were John Bergen, Joyce Brinton, Bob Canter, Jill Maserian, Steve Ross, Chris Ryan, Dave and Susana Weber, Michelle Wang and Matthew Wallis.

First on the agenda was the Activities update, which was provided by Steve Ross. He announced that the July autocross event was a success, with over 60 competitors. The weather was very good, as were many of the driving results (which will be posted to the website.). The next autocross event will be held on August 2<sup>nd</sup>. Turning to future events, Steve announced that he was already beginning to secure dates for next year's autocross season. Concours was the next topic on the list that Steve covered, stating that there were a number of early entries for the August Concours event.

Laurie Jitts, DE Chair, sent in the DE update in advance. Topping his report was the strong turn out at LCMT. Of special note was the issue of noise control. LCMT officials enforced track noise levels, which resulted in approximately a dozen drivers having to make adjustments to their cars.

Speaking of track specifications, the New Jersey Motorsport Park requires all cabriolets to have a roll bar. The committee will verify whether NE participants must comply with the NJ requirement, since NER does not currently subscribe to that spec. The event has received over 82 enrolled entries already. This may be due to NJ being a new venue, with two tracks. Finally, it was suggested that neighboring PCA regions and the BMW club be contacted to ensure they are aware of our new dates at Watkins Glen.

Bob Canter provided the monthly Administration update. He confirmed that all details for the July, August, September and October activities have been finalized. The July 26<sup>th</sup> event was arranged, hosted by Jerry Pellegrino from the new EPE facility in Natick. On August 24th, Polo & Porsches will be held at the Myopia Hunt Club in Hamilton, MA. The September meeting will be targeted to new attract new recruits, and details are underway. The October 12<sup>th</sup> Road Rally and Tour will be conducted by a private guide who will present an overview of Fall River Battleship Cove. The committee is actively reviewing several ideas for a November club activity. To round out the year, Bob verified that the Annual Dinner is set for

December 6<sup>th</sup> with cocktails, dinner, dancing and a live band.

There was no financial report for this month since the treasurer was unable to attend the meeting.

John Bergen, Membership Chair, reported that the region has 12 new members who joined last month. There are also 1411 affiliates. Combined with active members, this brings the total to 2427 members.

Bruce provided the President's report. He reported that the Ramble was well subscribed and produced a slight profit. Without taking a pause to relish all the hard work, Bruce proceeded to report that work was already underway to find an outstanding venue for the 2010 Ramble. Next, he asked for an update on the club's charity work. Joyce announced that over \$1,000 in donations had been generated from several events that NER promoted at LCMT, including the "Taste of the Track," car washes, and parade laps. Bring your wallets, as another charity opportunity is scheduled for the NJ DE event, to support the same charity — the Greater Boston Food Bank.

Dave Weber led the NOR'EASTER update as he distributed assignments and due dates. The LCMT pictures will be featured in the next issue of the NOR'EASTER. Likewise, pictures of autocross events will appear in upcoming editions of this NER publication (also available on the website.)

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## Happy PCA Anniversary

### Twenty-Five Years

Stephen Contons  
Mark Greenberg  
Hans Szimmetat

### Twenty Years

Eric Dow  
Alicia Kullas  
Peter Tracey

### Fifteen Years

Thomas Jackson  
Paul Dudley

### Ten Years

Jeff Corey  
Christopher Tuck

### Five Years

John Caruso  
Rexford Hayes  
Laurie Jitts  
Thomas Kane  
Doug Martinez  
Ted Shaw  
Christopher Tchorznicki  
Warren Waugh  
Dean Wood

# Double Clutching

Bob Canter



Does anybody out there mind if I use this month's attempt at writing an article to complain and moan about all the little things that have befallen me concerning my car over the last month? Due to circumstances, I have had to turn my 1984 Targa into a daily driver. My eldest daughter has taken a new job that necessitates her driving from Randolph to Wellesley every day, but she has yet to earn enough money to purchase a car of her own.

My son, home from college for the summer, has taken a job in Boston as a valet working at three different hotels parking cars. Due to the fact I am an overprotective father, on days when his shift is from 3:00 pm until 11:00 pm I would prefer that he have a car to drive home instead of taking the 'T.'

My youngest daughter, also home from college, has taken a job working at the South Shore Mall. She just thinks it extremely unfair that the other two always have a car at their disposal and she has to either take public transportation or rely on

***What I have learned is that when you take a 24-year old car with 138,000 miles on it and drive it every day, little things will start to go wrong.***

others to take her to or pick her up from work. With five people and three cars, one of which is the Porsche, I have had no choice but to leave my usual daily driver (an Infiniti G35) at the house at their disposal, and turn the Porsche into daily transportation for my commute.

What I have learned is that when you take a 24-year-old car with 138,000 miles on it and drive it every day, little things will start to go wrong that you just don't expect or think about. Furthermore, you find yourself forced to drive the car in bad weather when, under normal circumstances, you wouldn't think twice about it. With the recent monsoons we have had, I have found myself multiple times driving in rain when I probably would have been better advised to have taken a Boston Whaler to work than a car.

The litany of things that have gone wrong have included the windshield wiper stalk switch, which now, when I go to turn off the wipers, stops them midway across the windshield. The intermittent wiper button has stopped working. The high

beams now come on at night when I use the turn signals. Whether I am taking a right turn or a left turn, after making the turn I have to slightly pull back on the stalk to turn them off. There have also been moments when the high beams will come on when I am just driving down the road. This has made for some nasty stares in my direction from the car that was in front of me when they pull over to let me pass and wonder why I was flashing my high beams at them.

One of the clips that holds the steering wheel horn pad disintegrated and had to also be replaced. My shift knob cracked and now has to be replaced. The rod that connects the automatic heating control popped off the lever that opens and closes the heating control valves on the heat exchangers. Now I have to remove the passenger seat so I can get into the control box and reattach it.

But the most frustrating thing that has occurred so far is related to something called the Ambient Air Valve or Recirculating Air Valve or Vacuum Switching Valve. It's all one and the same part; it's just a question of to whom you're talking to as to which name to use. In any case, the part in question is not supposed to activate unless the temperature is below 50 degrees. Mine has decided to work all the time. What makes matters worse is that a rubber diaphragm

inside the Ambient Air Valve has developed a tear, which allows air to pass thru it, creating a high shrill sound, and making my car sound like a jet taking off all the time. Well I know what you are thinking, just replace the part and be done with it. Well, I have ordered the new part, which I should have in about a week, but after spending a few days trying to identify the problem, now I am left wondering if there might also be a problem with the Temperature Switch and whether I should have ordered that at the same time. I guess time will tell. For those interested here is a diagram so you see what I am talking about.

I am happy to report, as I sit here writing this article, that in about two weeks the problem of too many people and not enough cars is about to be resolved. I have come into possession of a 1995 Chevy Lumina and a 1994 Ford Escort (five-speed), both in good working order for no money, which I will register and provide for the kids to use with the stipulation that they pick up

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# Flat Sixer

John Bergen



Here it is the middle of July and time is flying by. There have been a lot of things going on in the Bergen household with the main event being our trip to Mont-Tremblant. This year I would be towing my car up on my trailer. The challenge here is that my pickup only seats three people, two adults and one child really.

This meant that we had to draw straws to see who would stay home. Just kidding! It meant that we were planning on taking two cars, with Dot driving her MDX and me driving the truck. It seemed like a waste but there was no other way to do it. That is until I got a call from my friend Cuan Coulter. It seems that he and his wife Lee were making the trip up and they would be towing their car with their Cayenne. This meant that they could take one or two passengers with them. Looks like we got us a convoy!

One major challenge down. Cuan and Lee would swing by our house at 7:15-ish on Sunday and we would load up and head out. Prior to going anywhere, however, I wanted to get my trailer and

***If you ever have the opportunity to do a track walk, do it, as you'll get a better perspective on how to drive the track.***

truck serviced, and then get the green machine tech inspected. With the truck and trailer in RI, I made arrangements to take it to my wife's cousin who has a repair shop. I then made an appointment with Jerry at EPE to tech my car and also replace my brake pads and bleed my brake fluid.

With the maintenance stuff scheduled the next task was figuring out the packing. Now that I had the truck it meant I could bring more stuff to the track: spare wheels, jack stands, tools, pop-up tent, chairs, cooler, etc... I also had to find room for the rest of our luggage. That's when the light bulb went off; why not put some stuff into the Porsche? Brilliant!

Well the Fourth of July weekend came and everything was falling into place. I had the car, the truck and the trailer all set to go. The major packing was done and all that remained was to decide who would be riding with whom. To start, Dot would begin the ride with me and then we would switch off on the road before the border.

The route we were taking was pretty straightfor-

ward, 95 North to 3 North to 89 North and then we would be at the Canadian border. Because of our early departure it would be necessary to stop a few times along the way. One stop would be for breakfast for the kids, and another would be for lunch. Finally we would have to stop for fuel at least once if not twice so we would not have to fill up more than once in Canada. Cuan and Lee were fine with this and we were on the road by 7:45.

We made our first stop after about 45 minutes of driving so we could fuel up and get some quick coffee and breakfast. The kids normally have smoothies for breakfast but this morning they didn't complain with a breakfast sandwich from Honey Dew Donuts. We also used this stop to make use of the restrooms, since our next stop wouldn't be for a few hours.

As we made our way north we passed a truck pulling a trailer with a Subaru STi on it. We exchanged waves with a knowing nod, and knew we were all heading north for Tremblant. After passing through the Hooksett tolls we noticed a number of Porsches parked at the visitor center/liquor store. These were no doubt that they were making the trek north and we assumed that we might be seeing them again streaking by us. Still in New Hampshire, but now on Route 89 North, we were passed by another mini convoy: two tow vehicles

each pulling white 911s. The interesting thing about this convoy was that one of the vehicles doing the towing was a Volvo station wagon. That's something you don't see every day.

Before long we were well into Vermont and both Cuan and I were in need of some gas, so we decided to get off the highway and fill up and then find a good place to eat. This turned into a little excursion, down some steep hills, and ended up costing about an hour of time. Fortunately our lunch was fantastic and made the whole side trip seem well worth it.

After the meal we found our way back to 89 and continued our run to the border. Cuan and I had already talked about stopping at the last possible exit in the U.S. to fill up one last time. During this fill-up my older son Dylan decided to abandon the comforts of the Cayenne and join me in the truck. This meant that Dot would be riding with Cuan and Lee for the border crossing and we had to make sure all passports were with their proper

*continued on page 40*

# In The Pits

Laurie Jitts



Today finds me sitting on the back deck of our new home in San Antonio. From where I am sitting I can watch the sunrise, observe the deer playing in our yard, survey where our new swimming pool is about to be built and relish the relative cool of the early morning all in preparation for what will no doubt be another unbearably hot day in Texas. Christ it gets hot down here! Of course that's about all I can do as Amy and I are still in transition between houses (the Boston home gets uprooted in a couple of days) and at the moment our 'furniture' consists of a bed, a pool table and two folding chairs. Fortunately Amy is out for a run so I am able to make use of the second chair as a desk and describe what has been a great month for Driver Education despite a minor setback.

July is always my favorite month, primarily because it is usually our busiest. Typically I take most of the month off from normal activities and spend it either attending or preparing to attend my three favorite DE events: Mont-Tremblant,

***It's amazing how a little pre-planning can create a calmness that seemed to remain throughout the three days we were there.***

Calabogie and Watkins Glen. This July was a little different as my usual relaxed month of just doing car stuff got a little muddied up by the intrusion of selling homes, buying homes, relocating possessions and organizing all the stuff you hadn't even thought of etc., etc. Still, in the midst of all of my own turmoil, the track committee was able to get the organization of Mont-Tremblant done (despite the constraints of too many people wanting to attend and a track-imposed limit to the number we could accept).

This year we tried to get as much scheduling and planning completed as far in advance of the event as we could to ensure that, upon arrival, participants would have a much better feel for who their instructor or student would be, when they would be working, what run group they were in, and all the stuff that too often ends up being thrust upon you as you arrive at the track. Those of you who received five different sets of documentation prior to the event are probably clear on the fact that this was not as seamless a

process as we may have imagined. Last minute cancellations, requests, additions and pleas made the task a little more complex than we would have liked, but I believe that in the end the effort was worth it. The proof came on our first day when all cars were through tech, all meetings were held, everybody found their instructor or student and the first run group hit the track on time — all with very little effort or pain on the part of the members of the track committee in attendance (and usually it's complete pandemonium). It's amazing how a little pre-planning can create a calmness that (from my observation anyway) seemed to remain throughout the three days we were there.

Our joint NER/NCR/UCR Mont-Tremblant '08 was everything I had expected. The township was as beautiful and welcoming as always, the music from the Blues Festival (which fills Tremblant for the weeks each side of our event) was great and, most importantly, the track was in magnificent condition. Even the weather cooperated by

saving the rain for the evenings and leaving us dry during the days. Many of us arrived on Sunday evening and an impromptu registration and tech line ensured that the majority of the 140-plus cars would be ready to roll first thing in the morning. Monday morning formalities were performed

faultlessly and before you knew it we were on the track. Nothing can put into words what a fabulous circuit Mont-Tremblant is.

My first-ever NER event was at this circuit and I have driven many laps around it, but there is still nothing that I have ever driven that gives quite the exhilaration of drifting out to the turn-in point at the end of the front straight before powering over the blind cresting apex of turn one while searching for the sole tree that gives your only indication of where you want to be heading, feeling the car lighten and then shuffle sideways as it crests and then accelerating down the sweeping right-hander on your way to the esses — it is a thrill beyond belief. I love this circuit and I love every bit of it. It is just one of those magical places where patience, persistence and a very steady driving style are rewarded with a thrill ride like no other. Aside from the driving, Mont-Tremblant also seems to bring out the very best in the people who attend. I am not sure exactly

*continued on page 38*

## Calendar At A Glance

### August

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

### September

4 Driver Education @ NHIS  
6 PorscheFest @ Larz  
Anderson Auto Museum  
10-11 Driver Education @  
Watkins Glen  
21 Essex River Cruise

### October

12 Tour To Mystic Seaport &  
Battleship Cove  
13-14 Driver Education @ NHIS  
Hosted by NCR  
26 AutoX #5 @ Fort Devens

### November

Annual Auction  
@ Larz Anderson

### December

6 Annual Dinner

### February - 2009

7 50th Anniversary Dinner

## Polo & Porsches At Myopia Hunt Club Sunday, August 24th

Ever wondered about the parallels between Porsche driving and horseback riding? Things like looking ahead, controlled turns and stops, and proper speed control are on the minds of equestrian performers, including polo players, much like the Porsche drivers at the track. On Sunday, August 24<sup>th</sup>, NER invites you to join us for an afternoon of polo, sponsored by Hood Yachts at the Myopia Hunt Club in Hamilton, MA. Polo is one of the few sports requiring active spectator participation. First, pack a picnic and upon arrival at Myopia, you can park field-side to tailgate. During the match, after the third and sixth chukker, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field.

Admission can be paid at the gate and is \$10/person or \$20/carload (does a 911 really hold 4 people?). Plan to bring your own food and refreshments. The Porsche Club will have its own designated parking area for tailgating and socializing. Gates open at 1:30 pm, and Match Time is 3:00 pm.

In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by e-mail, or by mail using the form below; registration requests must be received no later than August 15<sup>th</sup>.

Name (s): \_\_\_\_\_ Phone: \_\_\_\_\_

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

email: \_\_\_\_\_

### **Pre-register for this event by August 15th via mail or email**

Chris Ryan, 28 Myrick Lane, Havard, MA 01451; or email at: ryan28@charter .net

### **Directions:**

**From the North:** Take Rte 95 S to Rte 133 E; Take Rte 133 East to Rte 1A South (Rte 133 and Rte 1A join). Follow Rte 1A South through Ipswich and on to Hamilton. Look for the polo grounds on the left, approximately 2.5 miles after the Hamilton town line.

**From the South:** Take Rte 128 N to Exit 20A (Rte 1A North). Follow Rte 1A North for 3.8 miles through N. Beverly, Wenham, and S. Hamilton. Look for the polo grounds on your right.

### **2009 NER Nominating Committee Report**

Bruce Hauben, Nominating Committee Chair, has begun the process of developing a list of proposed candidates for the region's 2009 Board of Directors. He'll have a couple of assistants helping him - to be named by the next issue. The positions for which candidates are being considered are: President, Activities Vice-President, Administrative Vice-President, Membership Chair, Treasurer, and Secretary.

Should any region members wish to put their name in consideration for any of these positions in 2009 they should contact Bruce Hauben at BMH993@earthlink.net or BMH993@porschenet.com, or by phone at 978-952-8517

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## Autocross #4 - Sponsored By Ira Porsche Sunday, August 31st

Northeast Region Cone Killers will be shifting into fourth on Sunday, August 31st at the home of autocrossing here in the Northeast, Moore Airfield on the former Fort Devens. Like all our events, AX Number 4 will feature speeds ranging up to 65 MPH on a course guaranteed to be over a mile and a quarter long. If you've never participated before, there's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche and one non-Porsche classes. The events are designed to permit friendly competition while providing a venue for developing and refining your driving skills. So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport.

Beyond the thrill of competing with others in as many as 8 individually timed runs, this year we've relaxed our passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. 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. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$30 as a PCA member.

Our sponsor for this event is long time sponsor, Ira Porsche of Danvers. Conveniently located on Rt 114, Ira can be relied upon for a fabulous sales and service experience. If you are in the market for a Porsche, be it new or used, give them a call or drop by to see them soon. For more information be sure to head to their web site at <http://www.porscheaudiofdanvers.com>.

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, 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, while 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.

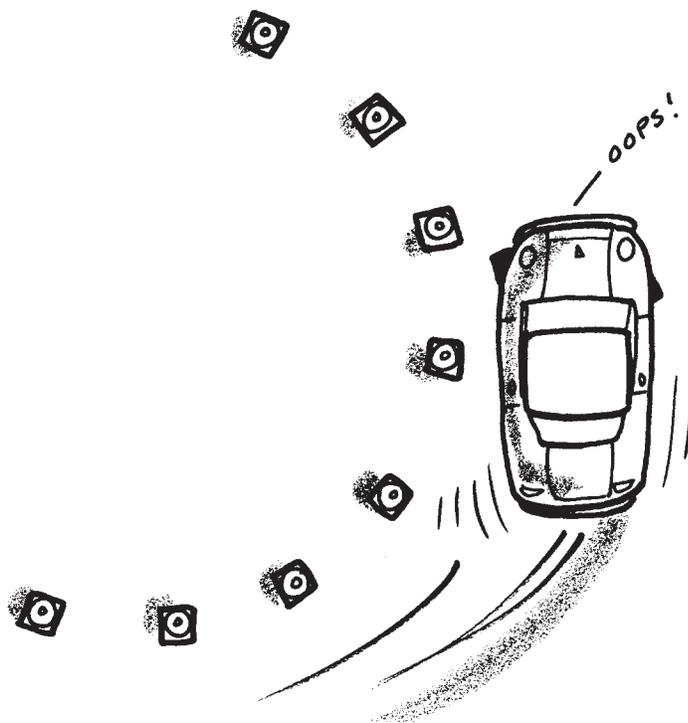
We look forward to seeing you at this first event and if you have any questions concerning the event feel free to contact Ron Mann at [rjmann@yahoo.com](mailto:rjmann@yahoo.com). If your planning on attending or for further registration information, contact Jon Cowen at [jcowenner@gmail.com](mailto:jcowenner@gmail.com).

### Directions to Fort Devens

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

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

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



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2008 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



Generously Sponsored by



**Thursday, September 4th, 2008**

**Registration Opened March 1, 2008**

NER in cooperation with NCR will be holding a mid-week 1 day event. This gives us all a great opportunity to do what we love to do without the time commitment (or the time away from the family) that extended, weekend events tend to demand. Instructors who register early are free of charge so we hope to see you all there.

NHMS 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 nice elevation changes making for a good learning environment for Novices and a challenging drive for our advanced drivers.

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

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

<b>Green and Yellow Group Students</b>	<b>\$165</b>
<b>Signed off Student</b>	<b>\$150</b>
<b>Instructors (who register before Aug 14th)</b>	<b>No charge</b>
<b>Instructors (who register Aug 14th onward)</b>	<b>\$75</b>

Garages will be available on first come first serve basis for \$30. Sign up now to ensure a spot and a garage.

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who were disappointed by the cancellation of our May NHMS event

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

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

**Event questions?** Contact Laurie Jitts, Track Chair at [laurence\\_jitts@msn.com](mailto:laurence_jitts@msn.com) or 617-642-6324 before 8 PM.



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# PORSCHEFEST 2008

Saturday, September 6th, 2008

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

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

## **Concours d' Elegance**

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

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

## **Classes - Something for everyone!**

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

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

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

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



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



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

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

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

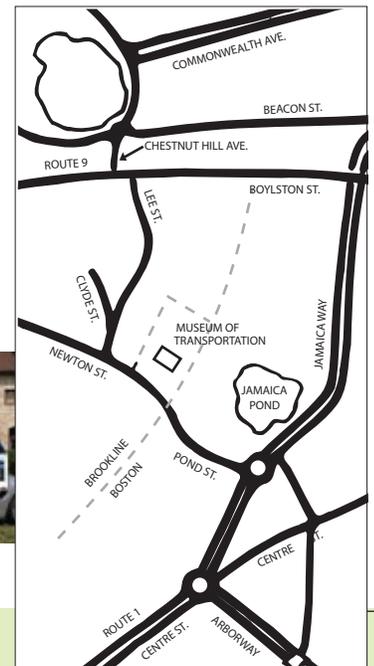
### Schedule for the day:

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

### Something for the kids, too.



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



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

### Concours Registration Form

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

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

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

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

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

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

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

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

Select an entry option & check the box:

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

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

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

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



## 2008 NER DRIVERS EDUCATION EVENT

# WATKINS GLEN

## INTERNATIONAL SPEEDWAY

with a DE Enduro

**New DE Event Scheduled!**



Generously Sponsored by  
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### EPE

EUROPEAN PERFORMANCE  
ENGINEERING

### September 10 & 11, 2008

#### Registration Opened March 1, 2008

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

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

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

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

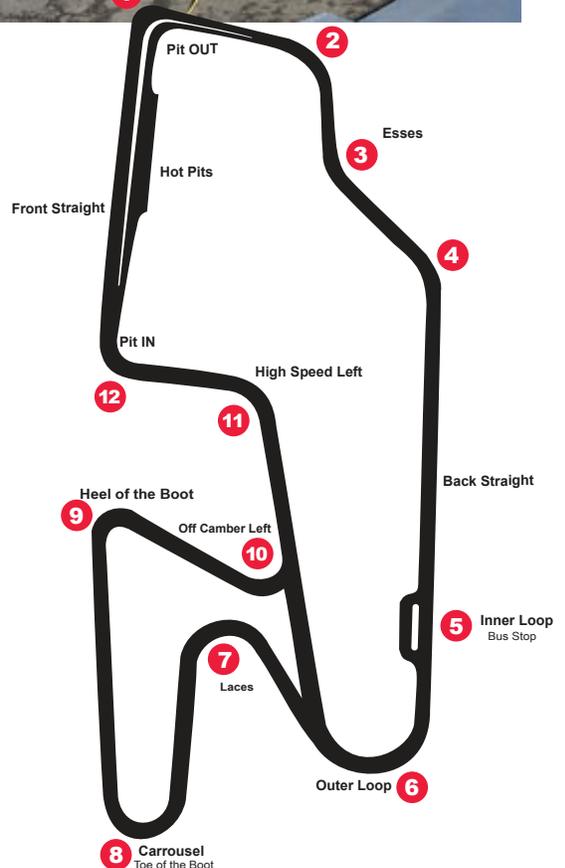
Go to our web site, [www.porsche.net](http://www.porsche.net) and refer to Driver Education and Registration Info. You will be guided to register online with ClubRegistration.net. Pricing as follows:

<b>Students</b>	<b>\$330</b>
<b>Signed off Drivers</b>	<b>\$300</b>
<b>Instructors</b>	<b>\$150</b>

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

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

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



# Essex River Cruise

## Sunday, September 21st

On Sunday morning, September 21<sup>st</sup>, plan to motor up to Essex, park the Porsche, and set sail aboard the Essex River Queen II for a relaxing tour of the salt marsh estuary located in the area where the Essex River meets the ocean near Crane's beach. Our host is Essex River Cruises and Charters, who have been running these tours since 1992. The area is a scenic salt marsh and home to an abundance of wildlife and natural beauty. Guides will describe the history of the area, including the glacial formation of the marsh itself, the Agawam natives who fished the river, and the history of boat building that built Essex into the community it is today.

Plan to arrive between 10:00 and 10:15 AM. The tour is scheduled to depart at 10:30 AM and will return at 12:30 PM. Complimentary coffee, muffins, and juice will be provided on board.

Following the tour, we will descend upon the one and only Woodman's restaurant, where fried clams were invented. They also serve an assortment of other fine seafood and have a full bar. So plan to relax after the tour with your Porsche friends over lunch before heading home.

Name (s): \_\_\_\_\_ Phone: \_\_\_\_\_

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

# Of People In Party \_\_\_\_\_ Amount Enclosed @ \$26 / person \$ \_\_\_\_\_

**Pre-register for this event by September 12th via mail - use form above and enclose check payable to NER/PCA**

Mail to: Chris Ryan, 28 Myrick Lane, Havard, MA 01451

**Pre-registration and payment is required for this event.** The maximum size of our group is limited, so please fill out the mail-in form below to register; the cost is \$26 per person. Registrations will not be accepted after **Sept 12<sup>th</sup>**.

### **Directions: from Boston and points south:**

Take Route 95 to route 128 North to Exit 15. The sign says "School St., Manchester, Essex". At end off-ramp take a left onto Southern Ave. Follow approximately 3 miles into Essex to a STOP sign. At the sign take a left onto Route 133 West. Follow 133W for a little under a mile, past Woodman's restaurant and the causeway and take a right onto Spring St. just before Ernie's Garage. Our sign is on the corner of Spring St. Follow Spring St. for about 100 yards and take the first right onto Dodge St. Follow Dodge St. to the end. Essex River Cruises and Charters is on your right at the Essex Marina.

Maps, additional directions, and more information on the tour is available at [www.essexcruises.com](http://www.essexcruises.com).



*Our first cruise on the Essex River was very popular*

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6 month minimum

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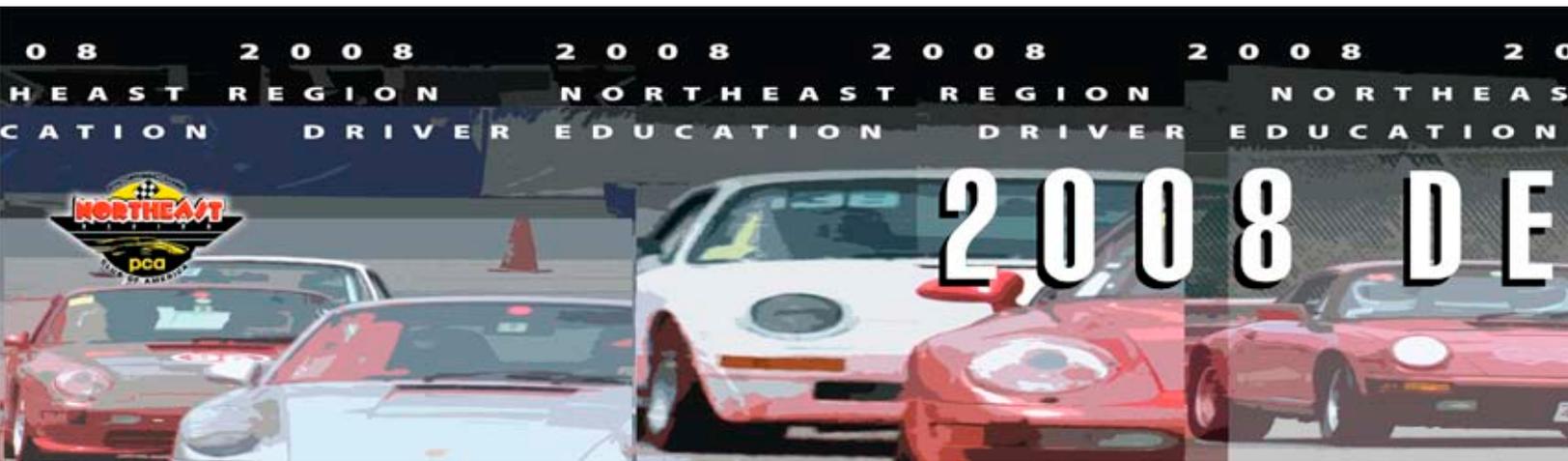
Classic Car Storage New England is a state of the art storage facility providing a pristine environment to ensure the safety of your car. We want to provide your car with a home away from home, with the luxury of checking on it any time with our video access cameras. Each client is provided with their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

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

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

Directions are on the website or call David Robert at 401-640-4642.





## Driver Education Schedule

Event Date	Days	Track	Host	Registration Open date	Pricing*		*Subject to change
					Inst	Solo	Student
Aug 15 <sup>th</sup>	Fri	New Hampshire	<b>NCR</b>	Mar 1 <sup>st</sup>	\$160	\$160	N/A* *Instructor & Advanced only
Aug. 16–17 <sup>th</sup>	Sa/Su	New Hampshire	<b>NCR</b>	Mar 1 <sup>st</sup>	N/C	\$300	\$300
Sep. 4 <sup>th</sup>	Thu	New Hampshire	<b>NER</b>	Mar 1 <sup>st</sup>	N/C	\$150	\$165
Sept 10–11 <sup>th</sup>	W/Th	Watkins Glen	<b>NER</b>	Mar 1 <sup>st</sup>	\$150	\$300	\$330
Sep. 20–22 <sup>nd</sup>	Sa/Su/M	Mosport	<b>UCR</b>	Feb 1 <sup>st</sup> *	C\$240	C\$480	C\$480 *Yel & Grn reg. opens Jul. 26 <sup>th</sup>
Oct. 13–14 <sup>th</sup>	M/T	New Hampshire	<b>NCR</b>	Mar 1 <sup>st</sup>	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).

#### 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 30<sup>th</sup> event at New Hampshire you must go to NCR's (the host's) web site to register. For the May 21<sup>st</sup> 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.

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.

*continued on page 24*

### **When to register:**

In almost all cases registration for all participants to all events opens on March 1<sup>st</sup>, 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 1<sup>st</sup>. Novice and Yellow group students cannot register for Calabogie until May 16<sup>th</sup>, or for Mosport until July 26<sup>th</sup>.

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 2-½ 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

**Contact Information:**

**Northeast Region (NER)**

Registrar	http://www.porschenet.com	email address
Track Chair	Mark Keefe 508-529-6127	mxx@charter.net
	Laurie Jitts 617 536 7846	laurence_jitts@msn.com

**North Country Region (NCR)**

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

**Upper Canada Region (UCR)**

Registrar	http://www.pcaucr.org	Registrar@pcaucr.org
Track Chair	Rose & Markus Blazak	Martin.Tekela@pcaucr.org
	Martin Tekela	

**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](http://www.Porschenet.com), for details.**

To enter an NCR-hosted event (such as our joint Novice Day event coming up on April 30<sup>th</sup>/May 1<sup>st</sup>) you need to go to the [www.MotorsportReg.com](http://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](mailto: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.

# Road Rally To Battleship Cove In Fall River Sunday, October 12th

On Sunday morning, October 12<sup>th</sup>, PCA'ers are invited to take an enjoyable drive, rally-style, en route to Battleship Cove in Fall River, the world's largest historic naval ship exhibit. Fellow NER members Charlie and Martha Dow have kindly organized a road rally around this event, insuring that the journey will be just as much fun as the destination.

At Battleship Cove, experience firsthand what it was like to serve on board a Navy warship in WWII. You can sound the diving horn on Submarine Lionfish before you slip below the sea...you can crank the handwheels on Big Mamie's 40-mm guns as you knock enemy planes from the sky.... But your journey doesn't end there. Sail through the Cold War on USS Joseph P. Kennedy, Jr. and learn how the ship's unmanned helicopter hunted Soviet submarines. Or climb on board a high-speed missile corvette that the Soviets designed to fight us. Whether you're a die-hard naval history buff or a casual enthusiast of military hardware, you'll discover and learn a lot at Battleship Cove!

We will meet at the MacDonald's parking lot located on Rte 128/95 South at the Rte 16 Exit at 9:30 AM. Please be on time so we can leave as an organized group. Charlie will provide directions complete with a list of rally checkpoints for you to follow. The group will depart MacDonald's promptly at 10:00AM. After that, each car is on their own to make their way to our destination – so staying within site of the group is your best option. (Directions provided (Highway Version) from I-95 below – just in case)

Our route will take us from the starting point in Newton through some nice country roads in scenic Wellesley and Dover, meeting up with Rte 27 and I-195 to make our way into Fall River. We plan to arrive at Battleship Cove at 12:00 Noon.

Once we arrive, we will tour the facility as a group. Identify yourself as a Porsche Club member to receive the group discount rate of \$12.00 per person, which can be paid upon entry to the facility. Food will be available at the Wardroom Grill located in the Officer's Wardroom on the USS Massachusetts. Admission price and food are your responsibility.

**Pre-registration is requested for this event.** We need to advise the staff of our group size prior to arrival.

## Directions: From Route 16

From Rte 16 on Rte 128 Take Route 95 South until it turns into route 93 North. Take Exit 4 to Rte 24 S Toward Fall River/Brockton. Take Exit 7 and merge onto Rte 79 South toward Somerset/Fall River. Take Rte 6E – Davol St. Slight Right at Rte 138 W/US 6W Slight Left at Davol St/US 6E; Continue to follow Davol Street. Turn Right at Central St. Continue on to 5 Water St, Fall River, MA.

Maps, additional directions, and more information on the tour are available at [www.battleshipcove.org](http://www.battleshipcove.org).

### Registration Request:

Name(s): \_\_\_\_\_ #Of People In Party: \_\_\_\_\_

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

Phone: \_\_\_\_\_ email: \_\_\_\_\_

**Please pre-register for this event by Oct 5<sup>th</sup> ; email Chris Ryan at [ryan28@charter.net](mailto:ryan28@charter.net) or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451**



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## Autocross #5 - The Season Finale - Class Winners To Be Decided Sunday, October 26th

Northeast Region Cone Killers will be finishing up the season on Sunday, October 26th at the home of autocrossing here in the Northeast, Moore Airfield on the former Fort Devens. Like all our events, AX Number 5 will feature speeds ranging up to 65 MPH on a course guaranteed to be over a mile and a quarter long. If you've never participated before, there's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche classes and one non-Porsche class. The events are designed to permit friendly competition while providing a venue for developing and refining your driving skills. So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport.

Beyond the thrill of competing with others in as many as 8 individually timed runs, this year we've relaxed our passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. 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. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$30 as a PCA member.

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, 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, while 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.

We look forward to seeing you at this final event and if you have any questions concerning the event feel free to contact Ron Mann at [rjmann@yahoo.com](mailto:rjmann@yahoo.com). If your planning on attending or for further registration information, contact Jon Cowen at [jcowenner@gmail.com](mailto:jcowenner@gmail.com).

### Directions to Fort Devens

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

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

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

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# German Car Day At Larz Anderson

Copy By Steve Ross, Photos By John Bergen

In spite of favorable predictions of rain only occurring on Saturday night, the weather people missed by a few hours and a deluge dropped on eastern Mass. The rain fortunately ended by late morning, so that the annual German Car Day event at Larz Anderson Museum of Transportation was not a complete washout.

Close to 100 cars of German descent, far less than the usual turnout for a fair weather day, braved the weather, and were rewarded with overcast but thankfully dry skies from 11am to the conclusion and trophy presentation at 2pm. For the first time in memory the Porsche contingent was outnumbered, slightly, by the BMW gang, probably since they drive their cars year round anyway.

Noteworthy in the Porsche camp were one of the new "Pumpkin" colored Boxsters, a matching 356 to the always present Tom Tate's '58 Speedster, a recently acquired '60 Cabriolet owned by member Dennis McQuick of Gloucester. From North Country Region, Judy Hendrickson ventured down with "Jellybean" a very bright blue 993 that she took European delivery on years ago.



Rare and in excellent condition '72 Karmen Ghia

Interesting other marques were a new Smart car in the MB contingent, the usual array, albeit small in number, Opel GT's; a couple of older VW's including nicely restored Beetle and Karmen Ghia; and in the BMW camp, an original '89 M3, an interest-



Tom Tate's '58 Porsche Speedster took home the Porsche Marque Trophy



Judy Hendrickson's "Jellybean" 993

ing nitrous equipped 540 with a fascinating self testing control under the hood; a very well detailed 850 coupe and one of the rare Z7's that were sold in the early 2000s.

This year only one trophy per marquee was presented, with our own Tom Tate taking the Porsche honors with the oldest

Mercedes was well represented with some exotic cars

car in the show. The aforementioned Z7 copped BMW honors. One of the Opel GTs took their respective class, with maybe a portent of the future - a Diesel 300D taking those honors. Best of show went to a gorgeous 1960 300SL.



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# Second Autocross - Instruction Makes A Difference

Copy By Geoff Kronik , Photos By Lesia Shaw

**T**ry a new sport, and you'll likely use new muscles. Learn something in the process, and you're flexing mental matter as well. And if you learn by listening to the experts, you've exercised one of the best predictors of success: good judgment.

I discovered my autocross muscles the day after NER Autocross #2, when I straddled my road bicycle's sliver of a racing saddle. In a word, ouch. Then when I tried to ride, my grip on the handlebars seemed tenuous, and a strangely sore right leg thwarted my pedaling cadence.

The autocross muscle group: commonly used to sit, grasp and step — or cycle — but among the cones, everything changes. Unprecedented flexion of nether parts as you work to stay in your seat. Intense finger-curls as you white-knuckle the wheel. Jackhammer motion of right leg as you brake and throttle. Effect on a middle-aged body? Devastating.

I blame the instructors. At my first autocross, I took an instructor on one run, and felt fine. During my second event, I had instruction four times, and the result was two days of Advil. Clearly, autocross instruction is bad for your physical condition.

But it sure is good for your performance. At NER Autocross #2, my times dropped steadily, and I came surprisingly close to some ambitious goals.

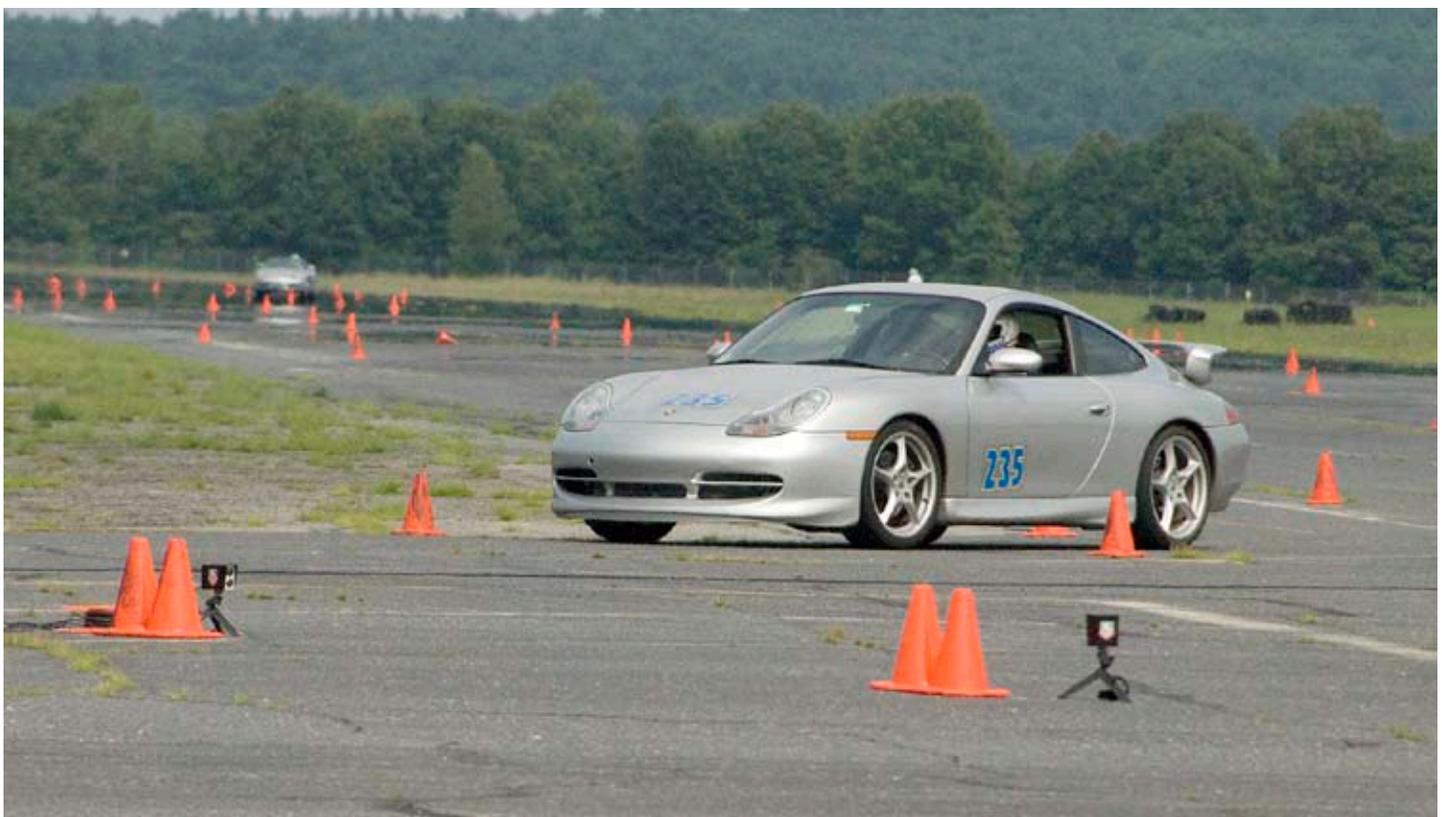
Ollie was my first instructor that day, and right away asked, "Should I talk this run, or just watch?" He must have sensed I'm someone for whom merely inhaling and exhaling counts as multitasking, and to therefore both drive and listen would be too much. I thanked him, and he promised to keep quiet.

Which must have been hard, as the run had its follies. Yet he spoke only when it was over. "We'll focus on braking and aggressiveness," he said. "Work on everything at once, you get overwhelmed; stick with one or two things, you get results." So on our next time out I aggressively left the pavement and drove across the grass, and later I really got results — I spun out. But on the morning's last run, the advice worked: my time was the best so far, even with a deduction.

I should mention that between runs, I'd noticed Ollie feeling



An official time was not recorded



Ted Shaw finishes the course



*Staging for a run*



*Craig Crossely was our first Cayenne competitor*



*Top off driving was popular*

my tires. Hey, to each his own. Then he talked about pressures, and I realized he wasn't a man with a Michelin fetish, but was teaching me about traction. This was instruction at the next level: car as well as driving. I readied my gauge for later, and went out to work the course while my tires cooled.

From my station I could watch Ollie drive, and he did everything he'd told me to do — a good teacher is one who follows his or her own advice. Then his car broke down, but he said he'd fix it himself and be back for the afternoon. My idea of fixing a car involves dialing my cell phone, attempting to sound cool



*The always competitive early 911 class*

when chatting with a tow-truck driver, being relieved my car is under warranty, and when it's all over, feeling helpless and inadequate. If autocross puts me near people who repair their own cars, so much the better.

After lunch, at Ollie's direction — yes, he'd fixed his Boxster — I changed my tire pressures. Then I got behind the wheel, and found something else had changed. Me. I was uncharacteristically calm—not distracted by a thousand things, but focused on just two: braking and aggressiveness. Was there something to this instruction stuff? My first afternoon run was good — I lopped off a second. And as I lined up again, an instructor named Fred, who'd been introduced to me earlier as an excellent driver (he'd win his class, and have one of the day's best times), asked if I wanted help. Why not? Fresh off a great run, I welcomed him in.

I told Fred what I was working on, and he listened well. For much of the run he had a two-word vocabulary: "Brake-brake-brake! Gas-gas-gas!" Afterward he added a comprehensive list of expert suggestions, including one corner where a better line might gain a second or two. On my next and final run, I tried to brake-brake-brake and gas-gas-gas just right, and take the perfect line through that corner. It was my fastest, cleanest run yet, and tantalizingly — motivationally — and near my goal time.

So what did NER Autocross #2 teach me, besides how to bicycle without sitting down? First, brake and throttle like you mean it. "No coasting," Ollie had said — good advice in any setting. And Fred emphasized proper set-up for the next turn, a concept as appropriate off the course as on it. These technical points alone made the day worthwhile, but beyond the technical there's the philosophical.

Get good instruction. Be willing to listen. And don't try too much at once. It won't just be your autocross that improves.

# Results For Autocross #2 - Sponsored By



Class	Place	Driver	Model	FTD
1	1	Tom Tate	914	89.227
	2	Richard Towle	914	90.481
2	1	Lisa Roche	944	81.469
	2	Joe Kraetsch	924 S	81.926
	3	M Moushon	944	89.733
	4	Guile Wood	944	90.297
	5	Bill Aubin	944	90.538
3	1	Craig Crossley	Cayenne S	89.768
4	1	Neil Halbert	944 S2	80.977
	2	Jack Saunders	944 S2	108.545
5	1	George Rouhart	968	81.103
6	1	Francis O'Day	914-6	88.963
7	1	Michael Tosi	911	81.229
	2	Noel Swartz	911 SC	83.168
	3	Chris Ryan	911	84.201
	4	Robert Canter	911 Targa	85.135
	5	Jeff Johnson	911	87.467
	6	Jim Wogan	911	88.555
	7	Cuan Coulter	911 SC	90.436
	8	Gerry Fitton	911 SC	91.475
	9	Philip Lambert	911 3.2	93.321
	10	Lee Coulter	911 SC	94.347
	11	Robert Ancil	911	119.614
8	1	Fred deNapoli	Cayman	77.979
	2	Oliver Lucier	Boxster	79.355
	3	Greg Osche	Boxster S	80.978
	4	Marc Dove	Cayman	82.403

Class	Place	Driver	Model	FTD
8SS	1	Matt Baker	Boxster S	82.703
	2	Steve Ross	Boxster	83.821
	3	Derek Pettersen	Boxster	84.503
	4	Brian Kelly	Boxster	86.813
	5	Bruce Pettersen	Boxster S	88.646
	6	Geoff Kronik	Cayman	90.158
	7	Stephen Keen	Boxster	92.251
	8	Robert Chiller	Cayman	96.927
	9	James Carolan	Boxster	DNS
10	1	G Skaubitis	RS America	82.764
	2	C Skaubitis	RS America	90.32
11	1	G Dominiak	993	79.193
	2	Ted Shaw	996	84.655
11SS	1	Jake Moreau	996	82.919
	2	Brian Cooner	911	84.603
	3	Roger Warren	997S	84.902
	4	C Fahy	996	88.432
	5	William Nerney	996	94.946
14	1	S Lefebvre	GT3	77.398
	2	Mark Skala	914-6	78.092
	3	C Stromeyer	911 TT	78.096
	4	C Tuck	911 S	81.097
	5	Bill Caterino	Boxster	82.464
	6	Joe Topor III	911E 3.0	87.15
15	1	Ronald Mann	911	77.405
16	1	Mike Stukalin	Miata	78.67
	2	Kenny Conway	WRX	78.934
	3	J Cowen	BMW M3	79.413
	4	Henry Fisher	BMW 330	86.761
	5	Michael Orsini	BMW M3	87.43
	6	Emilie Lachance	BMW M3	88.502
	7	Alex Hale	Midget	94.661
	8	Samantha Hale	Mini	103.184

# NER Raises \$1175 For The Greater Boston Food Bank

Copy By Joyce Brinton

**A**t NER's July Mt. Tremblant Drivers' Ed event, our charity activities raised \$1,175 for The Greater Boston Food Bank, this year's club charity. As most of you know The Food Bank feeds over 80,000 people each week through a network of hunger-relief agencies, primarily in Eastern Massachusetts.

We held three charity activities – lunch-time Parade Laps, a car/truck wash, and Taste-of-the-Track rides with instructors. I want to thank the many people who helped make these activities possible. To name a few (and I can't possibly name everyone): Jeremy Betterley and C.J. Monaghan, both of Sterling, MA, who gave up their afternoons to wash cars and trucks; Jen O'Connell, who gave up her lunch times to be at staging for the Parade Laps; and the many instructors who gave rides or served as pace cars, especially Michael Norek (who must have given almost a half dozen Taste-of-the-Track rides), Steve Bader, and Hazel deBerg.

Members from NER's co-sponsors for the LCMT DE – NCR and UCR – actively participated, both as contributors and as instructors to make these activities so successful. My thanks to these two regions for their help.

We hope to be able to have both Parade Laps and Taste of the Track at our August NJMP DE Event. As soon as we know for sure what will be possible, information will be sent to registrants and posted on the NER website.

Thanks to everyone who made contributions.

## Letter To The Editor

Nice monthly column, as usual. Yeah I drive north on 128 in the morning, from Natick, which is a bit of a "reverse commute" for some reason. It's not too great in our direction either. I'm surprised it only took you 105 minutes!!! My previous record of 6 hours was beaten last year with my 7.5 hour 22 mile drive, to get home, during the last big snow. The problem with the old highway design is there are a couple of hills that are graded too steep for empty 18-wheels to make it up. It's just a big parking lot.

What is really funny is the completed study on the cost of fixing the 93/95 interchange was completed, and the cost was 2 or 3 billion, so the state just said – costs too much! and let it sit.

Funny. My best, Kevin Moore



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# Le Circuit Mont-Tremblant in Photos

Photos by Pierre Goyette









what makes this event so special, but I suspect the combination of great scenery, accommodations, food and music combined with the fact that many people take the opportunity to bring their families with them just makes this an event like no other.

Everybody seems to have a great time at Mont-Tremblant and if you haven't already, I strongly recommend that you mark March 1<sup>st</sup> 2009 (registration opening day) to ensure a place for yourself at next year's event. As a side note on Mont-Tremblant, and lest anyone thinks I am ignoring the obvious, there was a downside this year that I will make sure we address before next year. The flagging at this year's event was appalling. The track-supplied 'officials' seemed under-trained, misinformed and often gave confusing signals to our drivers that were contrary to those described in the driver's meeting. Take it as a given that next year we will be much more diligent about ensuring that we know what to expect and that they know what we expect. On a happy note, I am pleased to announce that Joyce's fund raising for the Boston Food Bank raised over \$1100 through the running of "Taste of the Track" and lunchtime parade laps — thank you to all who supported these efforts.

For many of us, Mont-Tremblant was immediately followed by the three-day joint UCR/NCR/NER event at Calabogie. Calabogie is a short and pleasant four-hour drive from Tremblant (unless you follow me, in which case God only knows when you will get there), and the calendar allows for a full day to travel before the start of the Friday–Sunday weekend event. The circuit (like Mont-Tremblant) is built near a ski resort and is also located in a naturally beautiful location. That's about the only commonality that exists. Calabogie is no booming metropolis. That said, it does have a certain quaintness about it — a rustic charm, you might say. The fact that you are in a somewhat

remote location is forgotten, however, the moment the track opens for business. The circuit itself is a complex combination of 20-some corners joined by a series of short straights that combine to form a mind-boggling experience. On first experience no one blames you if, after several runs, you still arrive at corners with no idea where you are. I have never driven another track that is comparable — it is a one-of-a-kind deal and a wonderful experience. Once you get a rhythm going, it is a circuit that rewards smooth-

ness and flow like no other. It is not a horsepower circuit but rather a cerebral challenge. The event itself got off to a rather scrappy start, but soon sorted itself out with a little help from UCR's partners from NER and NCR, and developed into a fantastic weekend of driving for all. We ended with two hours of open track for the advanced drivers and I know that those of us who hung out to the end had a wonderful time together. All in all I had six days of the best driving I can remember — I am already making plans to drag my car across the country and repeat the experience next year.

And then there was supposed to be the Glen. Hopefully most of you were made aware that we lost our July Glen event this year as a result of some urgent work required to repair the track surface. Initially this was an enormous disappointment, as I count the Glen among my favorite tracks and I have always loved the relaxed nature of our own event there. I was really looking forward to sharing this event with our diehards and newbies alike and was gutted by the idea of not making it to the track in '08. The good news, if you haven't already heard, is that the Glen has very generously offered us a replacement date in September. The new event will be held on the 10<sup>th</sup> and 11<sup>th</sup> of the month. The even better news is that these dates are available on a permanent basis and may become our new normal. September promises to provide ideal weather in the Finger Lakes district and more importantly allows us to provide a less pressured itinerary for those wishing to attend all of our events. In the past we have held two of our own events (Mont-Tremblant and Watkins Glen) within two weeks of each other and many of us squeezed our joint event with UCR (Calabogie) in between. For those of us with plenty of time on our hands and no other summer commitments, this worked out beautifully. The track committee, however, has long understood that this also precluded many people from attending all three, simply because they were unable to afford the time commitment. Hopefully spreading out our major 'away' events will alleviate this somewhat. I am also hopeful that next year we will be able to negotiate a different date for New Jersey (we are hoping for June) and spread all of them across the summer. We'll see. If you were disappointed by the cancellation of our July event I encourage you to go to our website and sign up. We are particularly interested in hearing from Instructors who can make themselves available as we already have a substantial wait-list in the student groups.

As you read this, I will be in New Jersey at the newest addition to our calendar — New Jersey Motorsport Park. I have no idea what to expect and will tell you all about it next month. Keep in mind that we have plenty of events that are still open for registration. Coming up on August 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup>, North Country Region will be hosting a three-day weekend of fun for all at New Hampshire — note that the 15<sup>th</sup> is reserved for advanced students and instructors only. Following closely on its heels, NER will host a single weekday event (for those of you

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with too many weekend commitments) also at New Hampshire. Then we will have our newly scheduled Watkins Glen event on September 10<sup>th</sup> and 11<sup>th</sup>, mentioned above. I will not be able to make the Glen event, as by then my brother and I will be preparing for the Targa Newfoundland by attending the pre-school for Targa entrants to be held near the course in the far reaches of northern Canada. I am, of course, disappointed that I will not be there, but sometimes you just have to make these tough choices.

In case anyone has missed this message I am going to repeat it. It has come to my attention that I have issues with my e-mail, particularly those sent through the website. Many reports have come in of e-mails that I have not received. Part of this confusion comes from the fact that I have three e-mail addresses; please just use Laurence\_jitts@msn.com. If you do not receive a response within 72 hours, feel free to give me a call at (617) 642 6324. Apologies to anyone who thinks I have ignored them — if I have, it was not intentional!

See you at the track.

Matthew Wallis provided the website update. He mentioned that autocross results can be found on the web, and that Steve Artick will oversee the Mart Master portion of the NER site. Next, Matthew reviewed the number of website hits for the month. He also confirmed that the Goody Store was up and running, and encouraged everyone to check it out on the website.

Under new business, Michelle Wang, who is leading the planning committee for the 50<sup>th</sup> Northeast Region celebration, announced that the planning committee would be meeting at the Webers' house on Sunday afternoon. She also provided a sample of a promotional banner that PCA National would supply for free to help promote each region. She has placed the order for NER and expects that the banner will be available in time to display at the December Annual Dinner, as well as subsequent NER events.

Finally it was decided that next meeting of the board will be held on Monday, August 18<sup>th</sup> at 6:30 pm at the Webers' home. Having no further business to discuss, this meeting of the board was adjourned at 8:45 pm.



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owners or there could be trouble. What kind of trouble you ask? To be honest, I don't know, but you really don't want to test those French-speaking Canadians (just kidding).

The border crossing was routine and after a few simple questions we were all on our way. Cuan was leading the way now and he was blatantly ignoring the KPH signs. I guess that I was a bit concerned when I saw all of the warning billboards about Quebec Police being strict about radar enforcement and fines. Maybe it's all just a ruse.

We made great time all the way up to Route 15 before we hit Montreal traffic. As we were passing by Montreal we came across a horrific accident on one of the bridges. In the right lane there was a minivan on its roof and I later learned that there were people still inside. The accident must have just happened minutes before since the police were not yet on the scene. There were a number of people on hand trying to help out so I hope and pray that everyone was alright in the end. I did wonder how on earth that minivan came to be upside down. The road was straight and flat and I just couldn't guess how it may have happened.

The only other stress came from driving through the construction just after Montreal on 15. The road split into two pieces with two lanes sharing the southbound side. Cuan and I got stuck in these tiny lanes with barriers on both sides. Talk about a tight squeeze, the trailer wheels barely fit into the width a lane. Then to top it off, as we were driving in the left lane, one of Quebec's finest came up behind us. I was able to change to the right lane while Cuan was stuck in the left. Luckily for Cuan the officer just wanted to get by and be on his way.

We finally made it to Mont-Tremblant around five o'clock. Cuan suggested we drop the cars and trailers off before we checked in. I was all for that so we headed to the track. As we pulled up to the gates to sign the track waivers I was amazed at how many people were already there. The paddock was almost full and this was the night before the event.

We quickly snagged two empty spots but unfortunately they weren't next to each other. I unloaded the Porsche as quickly I as could and then unhitched the trailer. I then started to unload the Porsche of all the luggage I had crammed in there, which was a good thing 'cause word spread that registration and a technical inspection line would open up this evening. By registering and getting through tech tonight it would be two fewer things I had to worry about tomorrow. Plus it would make for an easy workday for us tech inspectors. Bonus!

Once we were both registered and

'teched' we headed off in search of our hotel. Last year we stayed at the Tour de Villager so I had a general idea of where things were. This year we were in a different hotel and it took us a little while to find it. Once we did find it we quickly unloaded everything from Cuan's and Lee's car and bid them farewell for the night.

We then quickly checked in to drop off our stuff and headed out to the village for dinner. Luckily for the boys, our hotel was at the top of the village and close to the luge run. So while the boys did a few runs on the luge, Mom and Dad retired to the nearest pub for an adult beverage. The pub also seemed to have some good food so everything worked out perfectly.

While we were eating dinner we noticed our friends Glen and Betty strolling past the pub. We called out and said our hellos. They had arrived just about when we had and were exploring the village and looking forward to hearing some good music. Glen wouldn't be driving this year but he and Betty would be at the track to catch up with all of their friends so we would see them around.

After dinner we stopped at a little grocery store to pick up some milk for breakfast and some candy bars; the boys love Mars bars. I also took the opportunity to get some beer so that Dot and I could have something to drink while relaxing on our balcony back at the room. With our supplies in hand we headed back to the room to get settled in for the night; tomorrow would be a big day and we all needed our rest.

I got to the track early since I was working the tech line and didn't want to shirk my responsibilities. I wasn't alone since all

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of the assigned workers showed up too. We were able to form two tech lines and quickly 'teched' all of the people who didn't get their cars through tech inspection the night before.

After work I met up with Pete Donohoe to discuss my sessions and when he would like to ride with me. For this event there were enough instructors to go around, so the powers that be thought it would be good for some instructors to go out with the Blue and White drivers. This would act as a refresher for us Blue and White drivers, and I am happy to say that this was the case. You'd be amazed at what you forgot about a track after a whole year has gone by.

Pete went out with me in my first two runs and then declared I was good to go for the afternoon. We decided that he would go with me in each of the next first sessions of the following days. My morning runs were good, the second being much better than the first, and I improved from there. The afternoon was great and I felt really good about my driving.

Cuan unfortunately experienced car troubles in the afternoon session. It seems that he lost oil pressure out by turn 10 and had to abandon his car. We spent the rest of the day wondering what the problem might be and hoping that it would be a simple fix. At the end of the day his car was brought back in on a flatbed. It wasn't until five o'clock or so 'til Cuan was able to begin checking out his car. I had to abandon him so that I could partake in a track walk.

If you ever have the opportunity to do a track walk, do it. It is a great learning opportunity and depending on who is leading the walk, you get a better perspective on how to drive the track. Now, given that LCMT is almost three miles long, this track walk was going to take a good chunk of time, and I was happy to see almost twenty people out there for it.

The person leading the walk was an instructor named Dave who drove a 993. He had a ton of knowledge about the track and described some very advanced driving techniques. There were some debates between he and Laurie on specific parts of the track and the best way to handle them. All in all the discussion proved to make the walk interesting and fun. I did take my leave of the group before the bridge so that I could get back to the paddock and check on Cuan. Plus, I had to head back to the hotel to meet up with Dot and the boys for dinner.

While I was gone, Cuan was able to work on the engine and determine what he thought the issue to be. He wanted to wait until the next day to talk to and consult with Kenny Conway, who was scheduled to arrive sometime this evening.

The second day went well. After our first run together, Pete was happy to see I had listened and retained all of his suggestions and comments about the track, and he once again declared I was good to solo on the rest of my runs. All three of my remaining runs were great, and I thoroughly enjoyed the track. I was working on my braking by trying to not brake as hard and thereby not scrubbing off too much speed before a turn. Things were looking good.

Cuan was also making progress on getting his car sorted out. With Kenny's help he isolated the issue to a specific part. Now it was just a matter of finding a new part. Cuan began calling Porsche parts dealers and was able to track down a guy in Montreal who had the part. He quickly made the executive decision to drive down to Montreal to pick up the part. That is what I call dedication. Drive an hour and a half to a parts distributor, jump out of the car and grab the part, jump back into the car and drive another hour and a half back. Cuan had the part installed by the afternoon of the second day and was driving his car around to make sure the oil pressure held.

That night we got rain and the track was wet the next morning. This meant that the track would be slippery. Caution was the word for the morning runs. I swapped my new wheels and tires for my old ones, since they less of a high performance tire, and I hoped they would provide better traction on a wet surface.

Pete and I had a great first run. Since my group was the last to go out, the track had pretty much dried out. In the end I didn't need my old wheels but I kept them on just the same. After our run, Pete and I had a good debrief and he was happy to see that my driving was smooth and how I drove my line consistently. He once again declared me good to go and even said that he would be recommending moving me to White

My second run was great and I kept building on my earlier success of the morning. I was driving well and was making good time around the track. Everything seemed to be coming together nicely. My third and final run was looking to be great too, that is until I experienced an off track incident at the Carousel.

I have replayed what happened to me in turn eight in my mind many times. I remember the feeling that the car was sliding as I was making the turn. I began to apply more throttle in the hope that the additional acceleration might cause the back wheels to gain more traction. I also remember one of the thoughts that went through my head, do I put both feet in?

If I did put both feet in I was sure that I would lose control and spin. At that point I would just be along for the ride and I feared I would end up tail first into the wall. In the end I kept my foot down but I eventually ran out of track and hit the grass. At this point I slide slowly into the jersey barriers.

As I sat there a feeling of dread came upon me. I'd had an incident on the last run of the last day. I had been driving so well and felt very confident in my abilities. Maybe I was too confident, or maybe I was just tired, either way I had learned a valuable lesson. Don't ever underestimate a turn. Luckily I wasn't hurt and I was able to drive the car back into the paddock.

Now for the standard closing by-line: Well that's all for this month. 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 safe!

that all seemed to be front-runners, and his ad in *Panorama* appealed to the Walter Mitty in me.

Vic was interested in my credentials as a driver since I did not have a competition license and he doesn't toss the keys to just anyone. There are a number of different vintage clubs. Some tend to do what look like parade laps on a racetrack (old guys in old cars). Then there are those that are after that last tenth of a second and always chasing the lap record. Some look like a DE with all the 'point bys'; in some you have to fight for every position, and nobody ever looks over. Vic and his friends are certainly gentlemanly racers, but no driver would ever get past them unless he was faster. Even that would take a few laps since these old Porsches can get pretty wide when someone is trying to pass on a narrow track.

Getting a provisional license to run my first race wouldn't be a problem, as I had graduated from the three-day Skip Barber Race School and have been a driving instructor with the BMW and Porsche clubs since before some of the local tracks were paved. The racecars at 'Skippy School' did have hydraulic brakes on them so I guess that counts as recent, even if the diploma was older than some of the people that work in my office.

The folks at Sportscar Vintage Racing Association (SVRA) couldn't have been nicer. There were a lot of forms to fill out and I did have to explain a few things to my doctor when I went in for my annual checkup. She wasn't sure how "driving a racecar" differed from autocrossing or ice racing. Since she and her family had been to the ice races a few years back I told her that it was just like that but with lots of cars all around me trying to get there first. I would remember that explanation very clearly later in Ohio. I was going to get new glasses anyway so an eye test wasn't even an inconvenience. SVRA did ask me to show up a day early to run a few qualifying laps just to see if I could find my way around. That was actually a plus as it would give me a chance to try out the car and imprint the course in my brain better than the online video could do.

I did need to buy some updated gear so that I could pass tech, so a quick ride to HMS Motorsport in Danvers produced a new helmet and some fireproof underwear. No jokes please, it's required. I went with an open-faced helmet from Bell because I was trying to go with a vintage look, and with some input from my son Rob we were going to test the creative skills of Susana Weber at HelmetHeads. The idea was to have her paint the lower portion of the helmet to look like the old style leather ear cover and strap so that at a distance (and at speed) it would look like an old-time helmet. She exceeded my expectations and the tech inspectors at Mid-Ohio were even taking photos of it when I went through.

The trip to Columbus, Ohio was an easy one and, except for the joke that they called a rental car, uneventful. I got a free upgrade (nothing's free) and it was still a windup toy called a PT Cruiser. I think my '58 VW was faster and quieter and that was a long time ago. No wonder Mercedes cut Chrysler loose; I

wouldn't put my name on a ride like that either.

My ride for the weekend was still in the trailer along with five other racecars when I arrived. It was a 1963 356B coupe with a weight of 1710 lbs and 165 hp. Not a bad ratio compared to a stock 356, which weighs in at 2100 lbs and is powered by an engine with 95 hp at best. It was bright red with a yellow nose and without a bumper; it looked fast just sitting still. With a roll bar and open exhaust it could've been a car that I could drive on the street. Oh, that's right, my street 356 does have a roll bar and open exhaust. I was going to be right at home in this tub. I'll continue this tale next time but, so that you're not in suspense for the entire month, I didn't win, I didn't crash, I didn't blow it up and I didn't look stupid. It was a terrific time. KTF

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**Double Clutching** - continued from page 9

the insurance cost. This will allow my Porsche to get the badly needed rest it so deserves.

One last thought. How great is the job my son Zack was able to acquire? He gets to drive all different types of cars each day as a valet. Some of the cars he has gotten the chance to drive would make us all envious and on top of that he gets paid to do it, which is to say nothing about the tips he receives at the same time. Oh, to be young again.

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

since NIMBY surfaces in nearly every discussion about building a wind farm. I had my engineers explore solar panels as an option for powering the famous Gorton's sign in Gloucester. They informed me that we'd need ten 3' x 6' solar panels just to power the sign (which runs on LED lights) that would cost nearly \$20,000 to install and make operational — and oh, by the way, we don't really have an ideal location for the panels (despite being located on a harbor that is very sunny many days per year). The investment return for this little project exceeded ten years. The cost benefit for solar is going to have to get a lot better before it becomes a useful source of energy. There's also lots of interest in future electrically powered cars (max range of 200 miles — problem #1). The last time I checked, most all our electric generators were powered by coal or natural gas — both costly and, in the case of coal, environmentally unpopular. And since we're not building much in the way of new generating capacity and the power transfer infrastructure is maxed, just how are we going to charge the batteries on these future electrically powered vehicles? Nuclear power might help — but NIMBY will make getting approvals for new plants problematic.

Net of all this — we'd better find more oil and quick.

stellar. Expensive repairs such as wheel bearings, exhaust manifold cracks (shades of early 944 Turbos), plus other irritating issues left a sour taste in my mouth for another Datsun sports car, so I sold it less than a year after purchase.

Although not a sports car, my next car was what should have been a keeper to this day if I knew the appreciation of specialty cars, a '66 Mustang convertible with a 225 hp 289 V-8, close-ratio four-speed transmission, wood steering wheel and spinner hubcaps, in baby blue with a blue interior and white top. As was typical of cars of that vintage, the tin worm did its job in the salty New England winters and again dedicated winter cars were not in the cards for me. In fact, I once competed in an autocross in late March in Lebanon, New Hampshire with my skis on the trunk rack after driving from the slopes that morning. I even had the top down (a requirement in those days) during the run; hey it was above 30 degrees that day. I sadly parted with the car when rust started to afflict more and more of the body, and I figured it was best to bail out before the appearance was further destroyed.

Next sports cars were a pair of Fiat 124 Spiders that I owned in the late '70s. The first one, a '72, was a real learning experi-

ence in body repair (the right door hinge had just about rusted away; fortunately a friend was nice enough to practice his welding expertise for me) and engine repair. My first and only engine rebuild was accomplished with the assistance of the same friend over a winter (by this time I had a winter beater). Of course, once I finished that car, I found a newer model '73 with a perfect body (a rarity in used Fiats). So I bought that one, sold the '72, and did some mechanical work on the newer one, which had been treated to a new top and full body paint job. This one stayed in the stable until my first Porsche, a 914, in 1980. This would also mark the end of my heavy mechanical work on cars, limiting my tasks to oil changes, tire and wheel swaps and brakes only, for many years.

Summer will be coming to a close soon, so plan to take in some of the many activities the Northeast Region has in September and beyond, check out the calendar on the web and in the *NOR'EASTER*, and also note that The Mart has now returned online.

See you at PorscheFest on September 6<sup>th</sup> at the Larz Anderson Museum of Transportation.

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“commercial.” Getting back to the situation most of us find ourselves in, towing as a hobby with no commercial ties involved, imagine the mess the country would be in if everyone towing a boat, camper trailer, horse trailer or Home Depot-bought trailer for going to the town transfer station — for non-commercial purposes — had to maintain a “log book” and all the other commercial stuff. Unimaginable chaos.

The FMCSA defines “Commercial Motor Vehicle” (49 CFR Part 390.5) as, “any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle...” and then it goes on to cite hauling passengers for compensation, hauling hazardous materials and a GVW (gross vehicle weight) or GCW (gross combination weight) rating of more than 10,001 pounds. Oops! While my F350 has a curb weight of 6,720 pounds, its GVW is 11,500. So right there we have major confusion, as I see “interstate commerce” in the code and I have nothing to do with interstate commerce, yet my vehicle has a GVW in excess of the minimum 10,001 lbs.

The FMCSA web site <http://www.fmcsa.dot.gov/rules-regulations/administration/fmcsr/fmcsrguide.asp> has more pages of regulations and definitions than I care to wade through. However, there is a particular section that I’m going to hang my hat on, and not even feel that I have to “whistle past the grave yard” when I’m towing. Section 390.3 cites “General Applicability” and sub-section (f) “Exceptions to the rules in this subchapter”; (f) (3) says, “The occasional transportation of personal property by individuals not for compensation nor in the furtherance of a commercial enterprise.” I am not a commercial enterprise, am not receiving any money from nor paying any money to any person or commercial enterprise, and personally own all vehicles and the trailer on the road.

I discussed this situation with a personal friend in NJ, a lawyer who’s very active with NNJR and PCA who tows a multi-car enclosed trailer with a large motor-home style tow vehicle. He cited several examples of friends/clients with experiences similar to Rick’s, though not quite as horrendous. We agreed that the biggest practical problem is handling fines and tickets when far from home. Is it worth the time and aggravation to fight them or easier to ‘pay up’ and try to forget about it. He’s been stopped several times by state police when he’s bypassed a weigh station that is only required for commercial vehicles. Each time he has explained his non-commercial situation and in each case, including one where the officer called his Sergeant, they looked at his rig, complimented the cars and said, “Have a

nice day.”

Their club van with the NNJR logo and some other printing was once stopped for lack of commercial plates. While the driver talked his way out of a ticket the trooper was adamant that any commercial printing on a vehicle makes it commercial, under NJ state law.

It seems rather clear that our best approach is to first have no names, logos or anything on the tow vehicle or trailer that could be construed in any way to be commercial, including no commercial registration and license plates. He says, “Definitely put ‘Private-Not For Hire’ somewhere on the rig.” I don’t know if there is any legal standing or benefit from displaying those words, but it certainly can’t hurt.

I will be glad to hear from anyone with either anecdotal or legal, definitive information on this matter. Good luck to all of us.

#### A FEW DEEP THOUGHTS FOR YOUR DAY

1. A day without sunshine is like night.
2. On the other hand, you have different fingers.
3. 42.7 percent of all statistics are made up on the spot.
4. 99 percent of lawyers give the rest a bad name.
5. He who laughs last thinks slowest.
6. The early bird may get the worm, but the second mouse gets the cheese in the trap.
7. Support bacteria. They’re the only culture some people have.
8. A clear conscience is usually the sign of a bad memory.
9. If you think nobody cares, try missing a couple of payments.
10. OK, so what’s the speed of dark?
11. When everything is coming your way, you’re in the wrong lane.
12. Just remember — if the world didn’t suck, we would all fall off.

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# Marketplace

## For Sale

**Custom Porsche down comforter.** Perfect for a Porsche kid's room. Single bed size. Red/Yellow/Black design with black embroidered Porsche script on top right of yellow panel. Best offer. Call or email for color photo. Susana Weber 978-352-6601 [helmetheads@porschenet.com](mailto:helmetheads@porschenet.com)

**'01 986 Boxster S** Lapis blue/black, blue top, setup for DE/St. car. Sport pkg., Bray-Krause roll bar ext and 2.5 lb Halotron fire ext., Pagid Blue St. Pads, JIC suspension upgrade, 17" Pirelli P-Zero St. tires, 18" Michelin Pilot Sport Tr. tires, & more call Rev Munson, Cohasset, MA, 781-383-0137 or [revmunson@msn.com](mailto:revmunson@msn.com)

**'87 911 Turbo Coupe:** Red/Blk Lea, all stock, 34K miles, exc cond., kept in A/C & heated garaged, no snow, full service manuals in binders, CD Rom & microfilm, includes reader, car cover, batt maint, org window sticker w/specs. Must see \$38,500, can email pictures on request. John (401)265-6015.

**'91 C2** Metallic Oak Green/Cashmere leather. Sunroof coupe. 91k miles. Serviced extensively since 1999 by EPE. Recent clutch and brakes. Priced for quick sale \$23,000. Needs nothing. Email for lots more info and pics [Idoktr@aol.com](mailto:Idoktr@aol.com) Stewart Ginsberg 508.380.3310

**Bell Racing Helmet** M-4 Pro Series SA05 size 71/2-Large white, used twice. Retail \$559, selling for \$500/obo [Idoktr@aol.com](mailto:Idoktr@aol.com) Stewart Ginsberg 508.380.3310

**'85 911 Targa:** White Gold w/brown lea, 5-spd, 48K miles, Sport seats, new top, pampered, concours cond., \$26,500. Call for details. Karl (508)429-1282 or email [Karl.Yvonne@verizon.net](mailto:Karl.Yvonne@verizon.net)

**Dension BTA1000 Bluetooth adapter** for use with gateway 500, 100 & 300. Used, in excellent working condition from my 06 9975. I changed system and I no longer need it. Asking \$60. Larry 781-449-5528, [larrytrk@comcast.net](mailto:larrytrk@comcast.net)

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**Tires, Wheels for early 90's 911 Carrera and 968, also Portable Jack** - Brand new Kumbo V700 Victoracer, heat cycled, mounted and balanced on Porsche factory Cup wheels (straight, true, one with slight curb rash) with center cap: (2) 255/40/ZR17R and (2) 255/40/ZR17R, one ACDelco 35 lb track jack (new). Complete package for \$900/OBO. George Y Cha, Brookline, MA; (617) 731-2176; [yumaycha@aol.com](mailto:yumaycha@aol.com).

**Porsche Factory Car Cover:** Nerally new, used only indoors and a few times, Gray color w/matching carry bag. Purchased for '04 911 Cabrio, but also fits other years. \$75 includes shipping. Eric Falk (401)529-0874 or [edfalk777@aol.com](mailto:edfalk777@aol.com)

**Featherlite Aluminum Open Trailer:** 17'x8' solid floor w/factory-built front air dam. \$2K worth of custom-made improvements - ramp extensions, tire rack, spare tire carrier & storage box. Ratchets, tie-down straps & misc parts/accessories inc. Photos & maint records avail. \$5500. Steve Artick (781)272-7227 or [sartick@verizon.net](mailto:sartick@verizon.net).

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