



## *KTR Motorsports Tour*

NORTHEAST REGION  50<sup>TH</sup> ANNIVERSARY CELEBRATION

*29th Annual*  *Tech Tactics*

**The Annual Auction**

# THE NOR'EASTER

CEMBER 2008 DECEMBER 2008 DECEMBER 2008 DECEMBER 2008 DECEMBER 2008 DECEMBER 2008 DECEMBER 2008

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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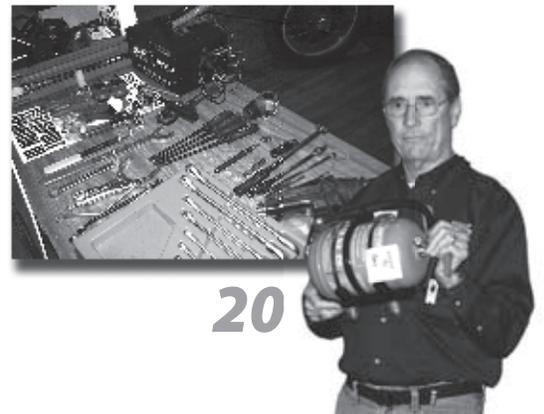
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## COVER



**Cover Photo**  
Great autocross photos provided by NER member William Paynton.

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

# Out In The Passing Lane

Dave Weber



This month's column probably ought to be titled *Things I Thought I'd Never See*, because I came across a number of images and commentary that, for me at least, was totally unanticipated. The first instance occurred when I was traveling home from Logan after another of my regular trips to Georgia. As I exited the airport I passed by a Toyota Prius bearing a limousine license plate and, sure enough, a passenger was ensconced in the back seat. I guess there's a niche marketing opportunity at work here, but I wonder if a Prius limo, which probably can only accommodate one passenger with their luggage, really is all that useful. You certainly will not be calling that limo service should you need a ride for a number of occasions that require transportation for several people. I doubt teenagers will be looking to impress their prom dates with Prius limos, nor will wedding parties likely be using the car.

A few days later I passed by a state trooper on I-95 north of Boston engaged in a traffic stop. The 'cruiser' he was using was a bit unusual; the shiny

on those cars, particularly because the cars are generally being driven at speeds well over 50 mph. I have no doubt that both these cars had been driven well more than 50 miles on these spare tires, so I didn't feel much sympathy for the owners of the vehicles as they sat stranded on the highway — with no spare tires available.

Continuing on with my litany of items comes this tidbit from a WSJ article in early November titled *If a Tree Falls in the Forest, Are Biofuels to Blame? It's Not Easy Being Green*. Highlights from the article written by Stephen Power read as follows:

*"Biofuels are under siege from critics who say they crowd out food production. Now these fuels made from grass and grain, long touted as green, are being criticized as bad for the planet. At issue is whether oil alternatives — such as ethanol distilled from corn and fuels made from inedible stuff like switch grass — actually make global warming worse through their indirect impact on land use around the world."*

## ***A few days later I passed by a state trooper on I-95 north of Boston engaged in a traffic stop. The 'cruiser' he was using was a bit unusual.***

brown Chevy Silverado pickup truck with the flashing blue lights set a new low for sneakiness. I'm sure women in particular would be a bit unnerved to be asked to pull over by an unmarked pickup truck on a dark highway; I know I'd be suspicious. I'm told that the truck was probably in the state police inventory as a result of an impound action related to a drug deal. It seems to me that we want visible police enforcement on the highway, as opposed to camouflaged trickery. The next thing we'll be reading will be a story somewhere in Massachusetts concerning an incident wherein some jerk posed as a policeman in a pickup truck.

Next up on my list of things I thought I'd never see involved two cars stopped along I-95 within a couple of miles of each other, both with flat tires. What made the scenes unusual was that both cars had suffered flat tires on their 50-mile/50 mph spare tires. I regularly see people driving around with these temporary tires, and I always speculate as to how long these tires have been

Continuing on:

*"The issue has been heating up for months in scientific, corporate and environmental circles. Now, the Environmental Protection Agency has indicated it plans to measure each biofuel's emissions based partly on the ripple effect that its production in the U.S. can have overseas.*

*Previous studies have found that substituting biofuels for gasoline reduces greenhouse gases. Those studies generally didn't account for the carbon emissions that occur as farmers worldwide respond to higher food prices and convert forest and grasslands to cropland."*

I have no comment to add . . . (note sarcasm).

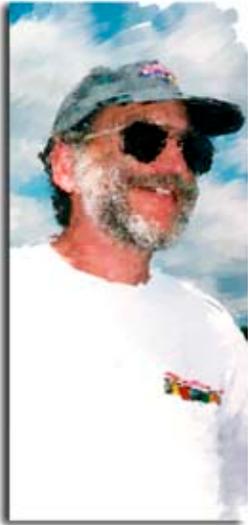
Then this final tidbit landed on my desk as I authored this column, appearing on *Telegraph.co.uk*, titled *The World Has Never Seen Such Freezing Heat* by Christopher Booker:

*"A surreal scientific blunder last week raised a huge question mark about the temperature records that underpin the worldwide alarm over global warming. On Monday, NASA's Goddard Institute for Space Studies (GISS), which is run by Al Gore's chief scientific ally, Dr James Hansen, and is one of four bodies responsible for monitoring global temperatures, announced that last*

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# Upshifting

Bruce Hauben



This is my last column for the *NOR'EASTER* as President of the region, and I leave the position with very positive feelings about the new board, their commitment and capabilities. But remember that this is a volunteer organization; nothing gets done without people volunteering their time and often expertise in a certain area.

We've been muddling along for several years without both an Advertising Manager and Sponsor Coordinator. Yes, some things can muddle along without active management, with board members picking up duties here and there, but the club would be far better off with *active* management in these areas.

The advertisers you see every month in the *NOR'EASTER* are vital to the publication's existence, and we really appreciate these advertisers. All of us should try and give them our business when possible. But, an active Advertising Manager could easily double the number of advertisers, increasing the subsidization of the *NOR'EASTER* while managing the billing of those accounts.

***But remember that this is a volunteer organization; nothing gets done without people volunteering their time and often expertise.***

Sponsor Coordinator is in the same boat as advertising. We've been muddling along, but not very well. There are many activities and events without sponsors; needless to say that situation puts an extra drain on the region's coffers. Those sponsors that we do have realize the positives of their return on investment and, equally important, their moral support of the club; we're constantly indebted to them. A few calls here and there, a little arm-twisting and we'd have sponsors for all our events.

And *finally*, we come to a position that, if not filled, will cost us a vital component of the Northeast Region. After 25 years editing region magazines (I feel "newsletter" is inadequate and does not do our publication full justice), Dave Weber will be retiring at the end of 2009. Not only has Dave done yeoman's work on the *NOR'EASTER*, but over his many years in the region he has also run every kind of event you can think of, as well as many national events — read here Parades, autocrosses, etc. If you need a definition of selfless volunteer, look up Dave.

So, we desperately need a replacement for Dave as editor of the *NOR'EASTER*. While these are huge shoes to fill, they can be filled. We need to hear from anyone with a fair degree of computer literacy and some time each month to donate to the club. The position gets you a front row seat to everything that's happening in the region and a seat on the board. Don't worry about being thrown under the bus, as Dave is prepared to work with you to make the transition seamless.

I'm sorry, the "finally" used above is totally wrong. There are many more areas within the organization where help is needed, volunteers requested. At any time, speak with anyone on the board or the Chair of whatever activity most interests you. In all probability your time can be put to good use.

Ya gotta hand it to the little guy, and I say that with the utmost respect and appreciation for his talents. Dustin Pedroia (he's listed at 5'9" and 180 lb.) just won the AL MVP for 2008, and that comes after the Rookie of the Year last year and the Gold

Glove (best fielding second baseman in the AL) and Silver Slugger (best offensive second baseman in the AL) this year.

Then there's Wes Welker, the wide receiver playing in the slot for the Patriots who's listed as 5'9" and 185 lb. in the Pats player stats. Last year he set the Patriots'

all time receiving record with 112 catches, and this year he's caught six or more passes in every one of his first ten games, the only receiver in NFL history to have done that.

These men excel in sports where bigger is better and all through their lives were told that they couldn't make the grade. I loved the compliment Ozzie Guillen (White Sox manager) paid to Pedroia in a late-August series, "I never thought I'd walk a jockey..." Just goes to show ya, never count someone out.

Now when it comes to auto racing, smaller is generally better: Lewis Hamilton is 5'7" and 150 lb.; Felipe Massa is 5'4" and 130 lb.; Fernando Alonso is 5'6" and 150 lb.; Kimi Raikkonen is 5'7" and 138 lb. Most of us wouldn't even fit into a F1 cockpit.

I have appreciated the opportunity you've all allowed me to be your President for the past two years, but you're not getting rid of me. I'll still be available to be kicked around on the board

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# Four Speeds & Drum Brakes

Tom Tate



The leaves are down and the Porsche driving season is behind us. The garage work has shifted from things that must be done right away to projects that I've been meaning to get to all summer.

Pearl, the Audi RS4 had been sitting all summer waiting for some paint work on the rear bumper. As I mentioned in a previous column she now sported a dual exhaust system, well, dual pipes anyway. To make the changes look more factory stock I wanted to paint the panel under the bumper between the exhaust pipes black like the later S4 models. Since paint is pretty permanent I had covered the area with black contact paper to see how it would look before the final step. After running most of last winter with the space blacked out I decided that it looked right. As an added incentive my son saw it and mentioned the "shelf paper" was falling off and looked terrible. I made a mental note to correct the problem on the next free weekend. That turned out to be October. With the car on the lift, I raised the bumper up to

are actually plastic and the chrome like finish was starting to give up. I had seen a rattle can of paint marked "chrome" at the local hardware store a while back and was so impressed that I actually bought a can. Here was my chance to try it out. I taped off the entire back of the car with more blue painters tape and another Sunday Globe (at least they're good for something), stuffed the bulb sockets with the sports section and pulled the trigger. That plastic reflected like it was brand new. Of course, the best part was taking off the tape and newspaper. With the taillight lenses in place I'll be the only one who will ever know what a great job I did but that's fine, it was another victory.

Two days after that job as I pulled into the garage I noticed that the brake lights didn't work at all. I had been watching them carefully in an effort to verify their increased brightness due to my previous fix and suddenly I had nothing. Coincidence? I don't think so. Big Red was looking for more attention. The fuses were all in place

so I popped off the rear lenses to check the bulbs. They were fine. Couldn't be that easy. The only other place to check was the actual brake light switch that was mounted above the brake pedal itself. That meant dropping the lower dash but it was off with

***It wasn't until the fourth day that the tape finally came off and boy did it look great. It's the little victories that keep me going.***

chest height and began to tape off that portion of the bumper that would remain white. It sure is nice to be able to work on a car without lying on my back on the garage floor. Especially at my age. After a roll of blue tape and half of the Sunday Globe I was ready to rattle can the modification into the permanent column. I gave it three coats of Ace Hardware flat black. Three coats were tough to do because it looked so good after one coat that I wanted to rip off the paper and admire my work. The paint really needs time to dry so I just painted each coat after dinner on three consecutive nights. It wasn't until the fourth day that the tape finally came off and boy did it look great. It's the little victories that keep me going.

Big Red, the red '85 BMW M6 had been flashing it's brake warning light for the last couple of weeks and so I put an evening aside to check the bulbs. Removing the red plastic covers revealed some badly corroded reflectors and dirty bulbs. I thought I'd just cleaned these out a few years ago, maybe it was more that a few. The reflectors

four screws. I hooked up an ohm meter, hit the pedal and got no connection. A close inspection (upside-down with my back on the seat) revealed a switch that was not moving. I removed it to find so much grease and dirt around it that when the brake pedal was depressed to release the switch it didn't pop out as designed. The build up of crud was keeping the switch from moving. With some brake cleaner and a rag the problem was solved in a flash. The wires were just push on connectors which got me to thinking about that '58 VW that I had back in the day.

As a high speed driver (read teenager) in a low speed car (VW) one of the ways that I could outrun faster cars was by leading them into residential neighborhoods and then driving through the turns with the tail hanging out. It was important not to alert the car following about my intentions when approaching an intersection so I had wired some switches under the dash to control the brake lights and tail lights. The brake light

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# Around The Cones

Steve Ross



Gee, it's only November and already we are experiencing record cold temps for this time of year. What happened to fall? Winter does not officially commence until December 21<sup>st</sup>, does it? The eternally optimistic Ferrari club had a short-notice open "Test and Tune"/fun run day at a local site this past week; I wonder how many of Marenello's finest ventured out in the cold.

Along with the cold weather, this season ushers in the holidays. Hopefully fellow PCAers will be in a celebratory mood in spite of the ominous economic news with which we are bombarded most every day, or every moment if you happen to tune in the business news on the tube.

But to cheer up the troops our Annual Dinner and Awards night will be held (or maybe was just held, depending on when you get or read the *NOR'EASTER*), this year at a new venue, The Oakley Country Club, in Watertown. Shortly afterward, the first of three official 50<sup>th</sup> Anniversary events will be held on February 7<sup>th</sup> at the Burlington, Mass. Marriott. See the promotion in

some autocrossing to get a feel for the Porsche at speed, then quickly moved onto DE events. Both have progressed thru the Beginner and Novice ranks and are now soloing. Along the way they have become fixtures at tech inspection, helping check out the 100-plus cars that normally attend our DE events.

Outside of DE the Andersons have enjoyed the Ramble, and hope to make it an annual event. They have also partici-



## ***Come and enjoy the 'living legends' of the past, and pass the night away with other PCAers reminiscing about days of old . . .***

this issue of the newsletter, come and enjoy the 'living legends' of the past, and pass the night away with other PCAers reminiscing about days of old when we drove our Porsches year-round and didn't need to worry about antifreeze for the winter. We are attempting to locate as many of our former officers and others to join us in this momentous celebration.

As always, at our Annual Dinner we induct our Board of Directors for the coming year. This year we have two new candidates (not running for the same office, of course), one of whom I would like to introduce and say a few words about. His name is Dick Anderson (candidate for Membership Chairman).

He is a relatively recent addition to Northeast Region, having joined in September 2005, shortly after selling his 2002 Corvette and acquiring his first Porsche. It is a 996 C4 purchased through European Locators in Framingham, run by long time member Dave Maynard. Both Dick and his daughter Sarah kicked off their driving careers with

participated in all the Annual Dinners since joining the club. Prior to the aforementioned Corvette, Dick has owned a 1998 Ford Contour SVT, a 1989 Ford Taurus SHO, a 1974 Datsun 260Z, a 1972 Triumph TR6 (like most PCAers had to torture themselves with a British car) and a 1957 Chevy Bel Air Convertible (shades of "Grease"), Currently, the first C4 is owned by Sarah. =Dick has a very yellow GT3 and a 996 Turbo for street duty. Professionally, Dick was a managing director at Putnam Investment until the beginning of the year when he retired. He now laments he has less free time than when working, but finds time to travel with wife Ann, most recently to the Mediterranean area. The board of directors looks forward to his election and inclusion on the management of the region. Next month I will spotlight our other candidate for office, Chris Ryan, who is running for Administrative VP.

# Minutes Of The Board

Jill Maserian- November 12th, 2008 Board Meeting



The November board meeting was hosted by Chris and Lily Ryan. In attendance were John Bergen, Dave and Susana Weber, Matthew Wallis, Michelle Wang, Steve Ross, Bruce Hauben, Joyce Brinton, Bob Canter, Bob Cohen, and our hosts. Absent were Karen Cohen and Jill Maserian (minutes taken by Michelle Wang).

The meeting was called to order at 7:25pm with Steve Ross starting off with an update on upcoming activities.

The Autocross series wrapped up in October, with great weather and turnout for the last event. Class winners were determined at this time. The AX committee will present a list of items for replacement over the off-season for consideration by the Board. The September Concours was not rescheduled; a donation was given to the MOT. A winter breakfast or brunch tour is in planning. A monthly coffee meeting is still being explored for get-togethers. Bruce reported on DE matters – the annual awards have been decided upon and will be engraved accordingly. Instructor development program for the off-season is being planned, with Ross Bentley as the guest speaker. The Board approved expenditure of funds for the speaker. There was also a discussion of the National Instructor certification program versus conducting our region's DE instructor development program. Nothing was decided upon, but the incoming Track Committee could further investigate the item in future. The board was asked to approve/deny Calabogie based on UCR's non-participation in 2009. NER and NCR have been invited to take the date. The Board approved going forward with the Calabogie date. On Ramble matters, Bruce and Joyce have the planning well in hand and promotional materials to the Newsletter in time for publication deadlines.

Moving on to administrative matters, the Admin VP's have received quite a bit of interest in regards to the auction at the MOT on November 15. The Annual Dinner details are being finalized. Door prizes are lined up and the evening's program is being developed. Chris Ryan will be assuming the duties of Admin VP as of January 09. The January meeting is set for KTR motorsports, Chris will finalize details for the shop tour. February will be the 50<sup>th</sup> anniversary dinner and the March meeting is a potential for movies at Firefly's. In terms of future meeting planning, Chris will contact Rick Hetherington regarding a visit to his new facility in the upcoming months.

The Treasurer's Report was distributed prior to meeting, however Treasurer Cohen noted that the report was erroneous. He discussed the corrections and produced a new report, reassuring all in attendance that the Club is firmly financially sound. The amended report was discussed and accepted as resubmitted.

John presented the membership numbers – there are 1377 active members and 2383 total (family and associate) members as of November 1. President Bruce discussed recipients for the Cornell and Lisker awards and Dave reminded all that there is also a Newsletter Award (given to contributor). All trophies will be collected and engraved accordingly. Dave distributed content assignments and deadline dates for the newsletter. John did not submit his column in advance of the meeting, so the group shamed him publicly. On website matters, Matthew reported that we have contracted a new hosting service that will give us more storage than the previous host for similar fees. John Bergen put together and sent an RFP out for comment from a few board members. John has approval to mail out the RFP to multiple vendors.

Under new business, Susana has requested funds for a banner sign and banners. After some discussion regarding sizes and prices, the Board

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## Happy PCA Anniversary

### Fifty Years

Leigh Groves  
Murry Patkin

### Twenty-Five Years

Russel Martorana  
Leon Piasecki

### Twenty Years

Donato DeNovellis  
Charles Hallett  
Ronald Margolis  
Robert Murphy  
John Trotsky

### Ten Years

Timothy Harris  
Robert Kramer  
Darice Wareham  
Laurence Willard

### Five Years

David Armistead  
James Beaumarriage  
Soma Coulibaly  
Chuck Ehrenberg  
Ned Elmore  
Robert Canter  
Roderic Grupen  
Bruce Miller

# Double Clutching

Bob Canter



I recently just got back from a vacation to Spain. Though I have always made an honest attempt in the writing of this column to keep its content related to something automotive, preferably something Porsche, I hope you will indulge me if I stray off the beaten path and relay some of what I experienced in my travels. I would like to mention though that upon landing in Sevilla, Spain, retrieving my luggage and then making my way out to the waiting area to be picked up that one of the first cars that I saw pass in front of me was a 997 Turbo coupe. You can imagine that since I had not been on the ground for more than 30 minutes and one of the first cars I was seeing was a Porsche that my thoughts were that I would be seeing Porsches everywhere I traveled. This though was not to be the case.

As it would turn out over the course of the next nine days I would only see one more Porsche, a 997 Cab. What I did see a lot of was Peugeots, Citroens, Alfa Romeos, Fiats, Seats and Renaults. All cars which to the best of my knowledge we

## ***Much of my time was spent also stopping at the local bars and cafes continuously sampling Tapas (Spanish version of appetizers) . . .***

cannot get here in America although I remember reading somewhere that Alfa Romeo and Fiat will be importing cars to the States again sometime in 2011. What I also noticed was that a huge percentage of the cars I saw were diesels as was the very car I was driving during my stay, a Renault Clio. One thing this car didn't lack for was a perkiness to its acceleration as I would usually associate with diesels. The other thing I noticed was that it was extremely rare to see an automatic as just about every car I saw was a standard. This all leads me to wonder as I sit here to think why is it so impossible for us Americans, considering the world economic crisis and our dependence on foreign oil and the years spent trying to free us of that dependence, that we can't, like the rest of the world tailor our automotive needs to smaller, more fuel efficient cars.

This point was more succinctly brought home to me this past week as I was having a conversation with a co-worker who is looking to get a new car and when I suggested looking at either A4's,

G35's Camrys Accords and the like (which from a world view would not be considered small cars but probably more midsized cars) his constant response was "that car is too small" yet one of his criteria in choosing a car is that it should get good gas mileage. I know we like our big cars but doesn't it raise the question how the rest of the world is able to sufficiently utilize these smaller cars for everyday living and somehow we can't seem to adjust. What I also don't want to get lost in this little diatribe of mine is how much fun it was to tooling around in that little Renault Clio.

My trip began in Sevilla as previously mentioned but no sooner had I landed and in a few short hours we were on our way to Cadiz. Cadiz is a city that was originally founded in 1104 BC by the Phoenicians. It was also told to me that it might also well be the oldest continually inhabited city in all of Europe. It is a city of two parts, the Old City and the New City. The Old City is surrounded by the remnants of a wall where all the streets are narrow connecting large and small plazas. The architecture as I walked those narrow streets constantly left me in amazement as I somehow found it hard to comprehend that here I was looking at buildings from the 1100's, 1200's, 1300's or 1400's. It truly was as if I was taking a step back in time and my own realization my good fortune to experience firsthand the history that extends long before what occurred on our own shores.

history that extends long before what occurred on our own shores.

Much of my time was spent also stopping at the local bars and cafes continually sampling Tapas (the Spanish version of appetizers) and getting the opportunity to experience the people and the culture. One thing I had to get used to was having lunch around 2-3pm and not having dinner until sometime after 8:30pm. Here lunch is the big meal of the day and dinner seemingly was more an opportunity to eat something light, drink some wine, beer or coffee and converse. I have to say that during my time there I have never walked and eaten so much as I did during my stay. The good news is that while eating and drinking as much as I did I didn't gain any weight due to all the walking but neither did I lose any weight. A fair trade off if you ask me.

From Cadiz it was back to Sevilla and another 4 days of touring that city and getting to appreciate its rich history and also its connection to the

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# Flat Sixer

John Bergen



Here I am writing my final column as Membership Chair. This month I am going to try and keep it under three pages; you can thank me later! It's hard to believe that two years has already come and gone. As you all know, Dick Anderson is slated to replace me come December.

I wonder if he has started receiving the renewal checks yet? I received my *NOR'EASTER* renewal form along with my voting ballot. The first thing that I noticed was that my name was on the ballot next to President. What the... — how did that happen? I vaguely remember a discussion at a past board meeting on succession planning. Man I've got to pay more attention during these meetings! Ha ha, I'm only joking.

I am figuring that being President will be a breeze compared to being Membership Chairman. Don't tell Dick I said that. But seriously, I enjoy the club and all of the activities provided for us and I want to make sure that the club continues to run smoothly for many years to come.

And while I am on my high horse, I would like to

***The course, when I walked it, seemed pretty straightforward, with a lot of six-packs (not the drinking variety) and a few slaloms.***

encourage you all to become more active in the club and volunteer to help out where you can. There are little things you can do like submitting photos, writing an article, sending in suggestions for events you'd like to see, etc. These are simple things that can help add value to an already excellent club.

Moving on, I am part of a committee charged by the board to find a company who will take over the maintenance of our website. The maintenance and upkeep is more than a part-time job, and our resident webmaster, Matthew Wallace, has spent many hours upgrading our site and keeping it running. A formal Request for Proposal, aka RFP, will be going out to a number of companies. If you know of any companies you think we should consider please let me know as soon as possible.

Now on to the car front. I participated in the fifth and last NER autocross of the season. There was a surprisingly good turnout for a late October date and the weather cooperated fully with us; read that as no snow. Mr. Mann went out of his way to

devise the ultimate challenge course for us. He and his partner in crime, Noel Schwartz, used so many cones that there were hardly any extras left.

The course, when I walked it, seemed pretty straightforward, with a lot of six-packs (not the drinking variety) and a few slaloms. I think everyone, like me, assumed it would be a fast course. Ah, my friends, you know what they say about making assumptions. For the first runs I had the fortune of working the course. I was out at station 7 along with a first-time auto-crosser named Nicky, who was there with her boyfriend. We had a lot of ground to cover, but I figured that the cones in our station area were pretty safe.

Boy, was I wrong. Between stations 1, 4 and 7, cones were being hit by almost every driver. Some of those cones were even being carried away, which is when we realized that there were no spare cones. From my vantage point, people were turning too quickly before the exit of the six-pack at our station. They were too eager to get into position for the upcoming slalom, and ended

up sending that last cone flying. Poor Nicky was being kept very busy running after that cone and getting it back into position.

At one point Chris Fahey, who was working station 1, suggested to the starter that each car should be docked for a cone and Chris would report

cars that didn't hit their infamous six-pack cone. Because of the number of cones hit, and the fact that cones were going MIA, the morning runs seemed to last forever. And in actuality the session lasted for more than two hours. By the time we were done we were all exhausted.

As the guard changed places, the powers that be decided that they would limit the total number of runs to 6 this day. My group would run only 3 morning runs, then the cone killers would get two more runs, and we would finish with another 3.

On my first run out I do what I normally do, take it fairly easy and try to remember the course. Since we had worked for so long the course was a distant memory to me, so much so that when I was driving out by stations 3 and 4 I became disoriented and confused by the sheer number of orange cones that lay before me. I ended up driving the wrong way through some cones and received a DNF for being off course.

Doh! This was not the best way to begin, especially with only two more runs. My next run was

clean, I managed to make it through the sea of cones unscathed and I managed to visualize and understand the flow of the course. You see, there was a method to Ron's madness. He had set up the course in a way so that the driver had to plan for where an apex was and not rely on the cones. Brilliant!

As the day wore on, more and more drivers came to the same realization and the number of kills went down. There were still a fair number of hits to our beloved six-pack cone, and we had a near miss with someone taking out our timing lights. Fortunately the timing lights survived. All and all, it proved to be a great finish to a great year. Yours truly managed to eek out a 1<sup>st</sup> place finish in Class 10. This was mainly due to George Skaubitis not driving at his best and hitting a few cones.

Another last had to do with the last Formula One race of the year. I had the good fortune of being able to watch this last race in the company of some fellow DEers and autocrossers. Mr. Mann was gracious enough to act as our host, and he and his wife provided some good eats to make the viewing of the race that much more enjoyable. And what a race it was. Lewis Hamilton really kept us on the edges of our seats as he managed to fall out of the top five and then get back in, all within the last few laps of the race. Watching these professional

drivers in action gave me a better appreciation for how much there is to learn about driving. Granted, there are some things that these guys do that us old folks will never be able to do, but it is still fun to watch and learn.

Other than that I am basically just getting ready for winter. I am still driving my green car as long as the weather holds, but both it and I realize that it is destined to stay up on the lift with some mothballs. The black car is still enjoying its time at the EPE spa, but as soon as I get it back it is going into mothball storage in RI. So, with the two Porsches done for the winter, that leaves the other rear-wheel drive German car for me to drive. That's right, it is the other German Toboggan that will have to transport me to the train station and back during these cold winter months. My biggest debate right now is whether to put snow tires on the BMW, or to just use the all-season tires currently on it and hope for little or no snow. I'm thinking I should probably get snow tires, thus ensuring that we'll have a snow-free winter.

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. 'Til then, stay safe!

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## Calendar At A Glance

### December

6 Annual Dinner

### January

17 NER Tours KTR  
Motorsports  
31 Instructor Development  
Seminar

### February - 2009

7 NER 50th Anniversary Dinner  
22 NER DE Ground School  
Hosted By HMS  
28 Zone 1 Tech Tactics

### March

### April

24-26 New England Ramble To  
Cooperstown, NY

### May

18-20 NCR DE @ NHMS

### June

26-27 Zone 1 48 Hours of  
Watkins Glen

### July

6-8 NER DE @ Mont Tremblant  
27-28 NER DE @ NHMS

### August

15-16 NCR DE @ NHMS

### September

2-3 NER DE @ Watkins Glen  
10 NER DE @ NHMS

### October

12-13 NCR DE @ NHMS

### November

### December

5 Annual Dinner

## A Tour Of KTR Motorsports Saturday, January 17th

By January, for most NER members, driving our Porsches will have become a distant memory with the cars tucked safely away in garages waiting for spring and another season of driving. One way to keep the car spirit alive is to visit a place like KTR European Motorsports in Ayer, right near Devens' Moore Airfield, the sight of NER's autocross events. We have scheduled a tour of the facility on Saturday January 17<sup>th</sup>.

Plan to arrive by 10:00 am on. The session will last about two hours and we'll provide coffee and doughnuts to warm you up.

KTR was established over 25 years ago, primarily performing classic Ferrari restorations. Over the years KTR has acquired the skills, facilities, equipment and staff to restore a wide variety of street and racing sportcars, including Ferrari, OSCA, Lola, Alfa Romeo, Lotus, Porsche, Allard, MG, Chevron, Ralt, Lamborghini, and many more. KTR Performance was the sister company to KTR European Motorsports and operated out of the same facility for five years. Earlier this year it was decided to bring all the brands back under one name — KTR European Motorsports. It made perfect sense, since they were already sharing shop space and personnel. We will have a chance to see the showroom, the restoration shops, and have a brief look at their dyno, which is still available to check your car's power output — contact KTR European Motorsports to inquire about this service. Most folks traveling along Rt. 2A to Shirley have no idea of the collection of exotic cars tucked under the roof of this building, which is set back enough from the road to be relatively anonymous. A visit to KTR is always worthwhile. Their knowledge, hospitality and, of course, mind-blowing selection of extraordinary cars, will keep your motoring enthusiasm level up until it's time to put your Porsche back on the road.

Registration is not required, but we would like to get a head count of attendees prior to this event for planning purposes. Please register by e-mail or regular mail using the mail-in form below:

**Directions:** KTR European Motorsports, 99 Fitchburg Rd. (Route 2A) Ayer, Massachusetts 01432  
Telephone: 978-772-7800

**From I-95/128:** Take Route 2 West. After you drive under I-495, travel another 3.6 miles on Rt. 2W. Take Route 111 North (towards Ayer) for 2 miles. At the rotary, take Route 2A West towards Ayer. Continue on Rt. 2A into Ayer center, and stay on Rte 2A as it turns right in downtown Ayer. After this right turn, drive 0.5 miles and take the left fork, remaining on Rt. 2A. KTR is another 0.5 mile further on the left, at the railroad crossing.

**From I-495:** Take Route 2 West. Travel 3.6 miles on Rt. 2W. Follow remaining directions from I-95.

### Registration Request:

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

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

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

**Please pre-register for this event by January 10th ;**

**email Chris Ryan at ryan28@charter.net**

**or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451**

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\* discount applies to parts from December 2008 to March 31, 2009

## 2009 Instructor Development Seminar

### Saturday, January 31st - Starting @ 9:00 AM, Sponsored By EPE

In our ongoing quest to bring our track drivers the best experience possible, the Northeast (NER) and the North Country (NCR) regions will jointly host an Instructor Development Seminar "Train the Trainer - being a better instructor" presented by Ross Bentley from Speed Secrets.

This event is generously sponsored by European Performance Engineering. EPE is a long-time sponsor of many NER and NCR events and EPE's continued support is greatly appreciated. Please be sure to visit their brand new shop location at 165 West Central St. (Rt.135), Natick MA.

The seminar will be held on Saturday, January 31, 2009 at the Silverstone Club, 15 Sharpners Pond Road, North Andover MA 01845. Directions and information can be found on the The Silverstone Club web site. Lunch is included in the full-day program which will start at 9:00am.

In addition to his highly-regarded seminar, the Speed Secrets website notes that Ross does a lot of actual driving and racing coaching also. His on-track expertise, successful coaching and the experience he has gained from conducting numerous seminars is a great combination that will ensure an educational and interesting day.

Topics to be discussed:

- \* How to be an effective instructor
- \* Teaching vs. instructing vs. coaching
- \* How the driver's mind works
- \* Working with the driver's mind
- \* How drivers learn
- \* Instructing techniques
- \* The most common errors drivers make
- \* Vehicle dynamics - an advanced look at the basics
- \* Q&A

#### Who can attend?

All instructors who are members of NER or NCR are urged to attend this important seminar. In addition, Black Group drivers who are members of NER or NCR are also invited. Those with any thoughts on becoming an instructor should make a special effort to attend this event.

The seminar is free to NER and NCR eligible drivers outlined above if you register by January 15th. NER and NCR drivers eligible to attend who register after January 15th must pay a \$25 registration fee. Instructors and Black run group drivers who are members of other PCA regions are also invited to attend and are required to pay the \$25 registration fee.

#### How can I register for "Train the Trainer - being a better instructor"

Eligible NER and NCR drivers can register via email or USPS before January 15th by completing the registration form below.

Eligible NER and NCR drivers registering after January 15th and eligible drivers from other PCA regions can only register via USPS and the \$25 fee must accompany the registration form.

Pre-event registration is required. There will be no onsite registration for this seminar.

NER/NCR's 2009 Instructor Development Seminar at The Silverstone Club Sat, Jan 31st @ 9am

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

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

Phone: Email: \_\_\_\_\_

PCA Home Region: Run Group: \_\_\_\_\_

Cost:NER & NCR members registering by Jan 15th - No charge; Register via email or USPS

NER & NCR members registering after Jan 15th and all others - \$25; Register via USPS only

Please make checks payable to NER/PCA

Region and run group information will be verified; accepted registrations will be confirmed.

Send email registrations to [sartick@verizon.net](mailto:sartick@verizon.net)

Send USPS registrations to Steve Artick, 17 Colburn Street, Burlington MA 01803

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[info@autobahnperformance.com](mailto:info@autobahnperformance.com)



We Celebrate 50 Years of Fun, Friendship and Porsches in 2009!

February 7, 2009

# Golden Anniversary Gala Dinner Dance

February 7th, 1959 was a special day for Porsche owners in New England. The newest region of the Porsche Club of America was chartered and officially added to the growing national list. Officers were elected, a schedule of events was decided on and the fun began. 50 years to the day, the region will commemorate that beginning with a gathering of members, longtime competitors and rookies alike to relive memories and celebrate the creation of new ones. Join us for a special evening of food and fun... dancing and door prizes. And for a special evening, an outstanding guest speaker just for the occasion... Derek Daly will address us during the evening.

6:00 - 7:30 - Cocktails & Hors d'oevres

7:30 - Dinner & Entertainment

The menu choices are as follows:

**Fennel Dusted Halibut**

with tomato fondue, risotto & asparagus.

**Filo Crusted Chicken Breast**

on sun dried tomato cream, basil mashed potatoes & roasted vegetables.

**Center Cut Grilled Filet Mignon\***

with bleu cheese & port wine demi-glace,  
horseradish mashed potatoes & seasonal vegetables.

*\*Beef is prepared medium rare. If a different preparation is required, contact Betty Mae. A vegetarian meal option is available on request. Any persons with food allergies should notify Betty Mae as well. Phone - 781-444-8292 evenings 'til 9 PM EST. email: betty.mosley@fmr.com*

*The region has also arranged with the Marriott for preferred pricing of \$129. + tax for a standard single or double room. Call reservations directly at 1-800-228-9290 and refer to the Porsche Club of America - NER (PCA-NER) Room Rate. This pricing is available until January 16th. Marriott Burlington, One Burlington Mall Road, Burlington, MA 01803*

#### Guest Speaker, Derek Daly

Derek Daly professional race car driver, motorsports personality and businessman, has been invited to speak at the Gala Dinner on February 7th. Derek raced in Formula One, Indy Car and World Sports Cars for 17 years. Derek recently published his first book, *Race to Win*. How to become a Complete Champion, and Mario Andretti, in addition to penning the forward, has given the book high praise for the advice that he says "... resonates far beyond the racing industry." Don't miss this special addition to our dinner. It promises to be one of the highlights of the 50th year! Visit Derek's web site at [www.derekdaly.com](http://www.derekdaly.com) and read about his career and business.



## Make your Reservations!

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

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

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

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

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

Total # of people \_\_\_\_\_ x \$50.00 per = \$ \_\_\_\_\_ TOTAL ENCLOSED (payable to NER/PCA)

Late Registration: After January 16, 2009 price is \$65.00 per.

Make your check payable to NER/PCA

Mail to: Betty Mae Mosley - 30 Frances Street - Needham, MA 02492

#### ENTREE CHOICE:

Halibut

Chicken

Filet Mignon

## Thrill Rides 2008 - NER's Driver Education Ground School Returns Sunday, February 22nd - Starting @ 10:00 AM, Hosted By HMS

Ladies, gentlemen and younger drivers... if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2009 on Sunday, February 22<sup>nd</sup>. This is NER's annual introduction to our Driver Education program, graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at [www.hmsmotorsport.com/info](http://www.hmsmotorsport.com/info). This interactive classroom session will give you a great overview of NER's on-track driving program. We'll discuss the fundamentals of high-performance track driving and how these techniques can be applied to improve your everyday street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only." Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 22<sup>nd</sup>. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30 am, followed by our presentation from 10:00 am – 12:00 noon. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment. At the end of the program, HMS will host a pizza lunch. Sure, February 22<sup>nd</sup> is a Sunday morning in the deep mid-winter but before you know it, your fellow Porschephiles will be driving on exciting tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer. So, please mark the date on your calendar and join us...!

And remember, attending this Ground School in no way obligates you to sign up for a DE event. We do hope, however, that you agree the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road-racing track. Questions? — e-mail [sartick@verizon.net](mailto:sartick@verizon.net).

### Who should attend?

Anyone interested in learning about our 2009 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2009, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license, and be 18 years or older.



*"Prior to attending last years ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"*  
Sarah Anderson 2006 Attendee

### NER 2009 Driver Education Ground School at HMS Motorsport - February 22nd @ 10:00 am

Name (s) \_\_\_\_\_

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

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Cost: Early Registration (**must be postmarked by January 31st**) - \$10/person; Late/Onsite registration - \$20/person  
Send check (payable to NER/PCA) to Steve Artick, 17 Colburn St, Burlington, MA 01803



# 29<sup>th</sup> Annual Zone 1 Tech Tactics

*Back to Basics* - This year's event will be the 3rd extreme makeover edition. We are once again heading back to the garage for a more hands-on experience with cars on lifts & other auto repair & upgrade demonstrations.

February 28<sup>th</sup>, 2009

### Tech Session Location:

Farnbacher Loles  
45 Miry Brook Road  
Danbury, CT 06810



### Hotel Location:

ETHAN ALLEN HOTEL  
21 Lake Avenue Extension  
Danbury, Connecticut 06811-9956

## *Speakers*

### *Norbert Singer*

Bruce Anderson, PCA Senior Technical Advisor  
Allan Caldwell, PCA Technical Editor  
George Beuselinck, PCA Tech Committee-944  
Roger Garbow, Farnbacher Loles  
Jim Newton, "The Best of Jim Newton"

John Paterek, PCA Tech Committee-Interiors/Exteriors  
Chris Powell, PCA Tech Committee 911 (1984-1994)  
Joel Reiser, 911 (1995-2004) incl. Cup cars  
Peter Smith, PCA Tech Committee-997/Cayenne  
John Veninger, PCA Tech Committee - 928

## *Weekend Schedule*

**Hospitality:** no host bar at Ethan Allen Hotel  
**Registration Saturday:** 7:30 am  
**Tech Sessions Saturday:** 8:00 am - 5:30 pm  
**Saturday Evening:** 6:30 pm, Cocktails at Ethan Allen Hotel  
7:30 pm, Dinner at Ethan Allen Hotel  
**Dinner Speaker:** Norbert Singer

## *Hotel Reservations – Ethan Allen Hotel*

Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of special rates available thru February 7, 2009 (\$ 119 per night, plus tax; single or double occupancy) Call 203-744 1776 or 1 800 742 1776. Hotel parking available. (I-84 East.) Take Exit 4; at the light, turn right. Hotel will be on your right, after the underpass.

## *Registration Choices*

ANY questions, please call the Registrar Ed Hurd. (607) 564-7517 Payment must be in US dollars. See below.

### **Saturday Tech Sessions, Coffee Breaks, & Lunch**

Postmarked 19 February 2009 or earlier.....\$ 45US per person  
Postmarked 20 February or later .....\$ 50 US per person

### **Saturday Dinner**

Postmarked 19 February 2009 or earlier ....\$ 45 US per person  
Postmarked 20 February or later .....\$ 50 US per person

## *Registration Application*

Entrants Name _____	<b>QTY</b>	<b>AMOUNT</b>
Family/Aff Member _____	___ Tech Sessions & Lunch (see above)	_____
Address _____	___ Saturday Dinner (see above)	_____
_____	AMOUNT ENCLOSED (US)	_____
Day _____ Night _____	<b>Make check out (and mail) to:</b> Zone 1 PCA	
Phone ( ) _____ Phone ( ) _____	Ed Hurd	
Email _____	151 Vankirk Road	
Region _____	Newfield, NY 14867	

## 2009 New England Ramble To Cooperstown, NY Friday to Sunday, April 24 - 26

While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside April 24-26, 2009 and make plans to join our '09 Ramble to The Otesaga in Cooperstown, NY. And we always welcome you in whatever you chose to drive on the Ramble even if it's not a Porsche. The Otesaga will be celebrating its 100th anniversary at the same time we'll be celebrating NER's 50<sup>th</sup> anniversary and the Ramble's 25<sup>th</sup> anniversary. NER's annual ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 125+ Porsches driving the back roads of NY the way our cars were engineered to be enjoyed...and you don't have to give up sex and food. Well...you're on your own for the former, but I'll take care of the latter.

You'll have the option of arriving at the Otesaga anytime on Friday (at a low negotiated rate separate from the rest of the Ramble) to enjoy the activities available in and around resort. In fact I've gotten our rates beginning on Thursday and extending through Sunday. There is a great deal to do in addition to the Baseball Hall of Fame and Joyce and I are working on a total package for you. Check things out at [www.otesaga.com](http://www.otesaga.com), [www.thisiscooperstown.com](http://www.thisiscooperstown.com) and [www.cooperstownchamber.org](http://www.cooperstownchamber.org).

Watch the January *NOR'EASTER* for full details and registration information – and register promptly unless you're a masochist and enjoy being on waiting lists.

See you on the back roads, Your Ramblemeister Bruce



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# Annual Auction

Copy By Chris Ryan Photos By John Bergen

As we mentioned in the meeting promo, the Northeast Region has a long history of auctions that go back to the '70's, and as the crowds began quickly filing in around 11:30, this year's event promised to be a success. Sixty or so PCA members gathered in the main hall of the Larz Anderson Auto Museum in Brookline, and it quickly became clear we would need to set up additional tables to display the large number of items brought in by those seeking to make a few bucks and pass their "stuff" on to fellow PCA members. Several veteran auction attendees noted that this particular event had attracted an even greater amount of high quality automotive merchandise than in the past, including parts, tools, accessories, posters, and models. Not a single pair of slippers or kitchen gadget was seen.

People chatted with friends while they enjoyed a buffet lunch, surrounded by exotic Italian automobiles which were part of the museum's current exhibit, "Passion, Design, Performance – the Art of Italian Style". After lunch, everyone took their seats and anxiously waited for the bidding to begin. Famed NER auctioneer Tom Tate took the podium to begin the proceedings.

He started out with a brief explanation of the ground rules – members pay cash directly to owners of the items sold – and then the buying spree began. Bidding started out slowly with a few simple items sold to demonstrate how the proceedings worked. It wasn't long before Tom was able to get the crowd



*A great turnout of eager bidders looking for bargains*

into some more aggressive bidding, starting with a folding lug wrench, originally purchased at a real live Barrett-Jackson auction, which of course drove the price up a few more bucks.

The high quality merchandise continued to move from the tables at a good clip, with sellers happy not to bring the stuff home and buyers happy to score a good deal. Perhaps one of the biggest purchases of the day involved a set of hardly used (except to drive home from the showroom) set of 18" BBS type wheels from a 2004 911, complete with carrying bags and extra alloy lug nuts which sold for \$1000. A couple of nice steering wheels went to buyers who will be upgrading their cars this



*Bob Canter, Tom Tate & Steve Ross check out the merchandise*



A wide variety of items changed owners

winter, and more than a few garages will be upgraded with some of the great tools that were sold. For those items of more modest desirability Tom worked the crowd by reminding people what great, inexpensive Holiday gifts they would make for

friends and relatives.

By the end of the day, nearly everything had been sold and all the food had been consumed by the good-sized crowd. Whatever was left over will most certainly make another appearance at the next auction. Thanks go to the Larz Anderson Museum for hosting the event and to Tom Tate who's auctioneering expertise made this a successful, as well as entertaining event.

Tom Tate once again excelled as our talented auctioneer

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- Tech Tactics
- Zone 1 Concours/Rally
- 48 Hour of Watkins Glen
- Zone 1 Autocross

How can you ensure that you won't miss any of these great events... this timely info? Subscribe today using the form provided below. Send it with your check for \$15 (Payable to NER/PCA - no cash please) to Dick Anderson, 10 Cutler Road, Andover, MA 01810. Your subscription must be received by February 15th to continue or start your 2009 subscription. As a new member, you may have been receiving complementary issues in 2008. To continue getting THE NOR'EASTER, you must subscribe for 2009.

Contact Dave Weber, Editor with any questions you have about the content of THE NOR'EASTER. 978-352-6601 evenings before 9:00 - david.weber1@verizon.net  
For information on mailing issues, including change of address, contact Dick Anderson 978-474-0898 evenings before 9:00 - dickandannanderson@verizon.net

## Subscribe and Participate in the FUN!

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

DEADLINE FOR RENEWAL IS FEBRUARY 15, 2009

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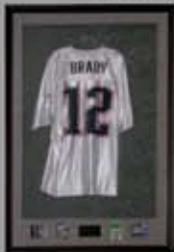


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# Autocross #5 - Already Looking Forward To Next Year

Copy By Geoff Kronik, Photos By William Paynton

On the drive to Devens for the year's final autocross, the time seemed right to reflect on the season just passed. I recalled my first event, back in June, and what I'd done afterwards.

I'd had my head examined. Literally.

Some might consider this standard post-autocross procedure. For me, a cranial MRI is routine maintenance. It was coincidence I had one June 2nd, right after the NER opener, but it's true that if I didn't need head scans and other treatments, I wouldn't be doing autocross at all

In late 2006, I developed severe visual problems, and tests revealed I needed an operation. This became two operations, and I woke in ICU amidst wires, tubes and dim memories of what two weeks earlier had been normal life. Today if someone says, "this isn't brain surgery," I can address that personally.

So how does a middle-aged guy respond to near-death experience? He hits the Porsche dealer. Within sixty days I'd ordered a Cayman, and though my health adventure had left me physically and mentally shaken, with subpar peripheral vision, German engineering made perception of talent superior to reality. I could therefore pass the next year believing myself a good driver.

In April 2008, I attended NER autocross school, and learned that good driving bore no resemblance to what I'd been doing on the street. A month later was my first full autocross, and an



John Bergen finishes the course

erratic performance notwithstanding, it was the most fun I'd had in my Porsche yet. The next day I had that MRI, and waited for the results.

The news met my highest hopes. What was responsible--all the meds? A year's healing? Or driving my car in a competitive, high-performance manner? I'm no doctor, but blasting through cones is pretty therapeutic.

In subsequent events, autocross proved increasingly rewarding. Through instruction, repetition and analysis I became faster. My car went from a figurine whose every blemish made



Looking for the next gate



*Jon Cowen took top time*

me weep, to a monster whose thick brake dust on once-spotless rims made me proud. And I won't call it cause-and-effect, but my health improved steadily.

No wonder I arrived at NER #5 in a fine mood: I was in my beloved car, around great people, and thanks to a crack team of health experts, I was there, period. I went to walk the course, and suspected I'd need more players on my medical team.

Where things should have zigged, they zagged. Straight lines were corners, corners were straights, and up was down.

I observed the sky: bright green. Consult psychotherapist, I thought. Then recommend them to the devious mind that designed this course.

The day's runs began, and Ollie Lucier suggested I ride with him. I got in, watched him drive, and hoped to emulate his performance someday. I also emerged from his car needing a chiropractor. The ride was intense, minimally, and my newly Z-shaped spine proved it. But relief came soon, not in a practitioner's office but Jon Cowen's Boxster. A lightning ride with him knocked back into alignment what riding with Ollie had knocked out.

During my own runs, George Skaubitis instructed me, and since each instructor's approach is different, he suggested improvements I hadn't considered before. This was much to my benefit. Then came time for wind sprints—I mean work as-

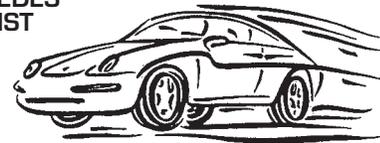
*continued on page 26*



*Charles Stromeyer relaxes at his worker station*

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# Autocross #5 - Class Winners Decided

Class	Pos.	Driver	Car Model	FTD
1	1	Tom Tate	914	77.916
	2	Sigrid Schnoerr	914	78.41
	3	Richard Towle	914	79.466
2	1	David Case	944	81.04
	2	Lisa Roche	944	81.147
	3	Joe Kraetsch	924 S	84.426
	4	Scott Martineau	944 S	86.552
	5	M Moushon	944	88.928
	6	Bill Aubin	944	90.808
	7	James Fenn	944	94.499
4	1	Neil Halbert	944 S2	78.5
	2	Jeff Meade	944S2	103.247
	3	Jack Saunders	944 S2	105.829
5	1	George Rouhart	968	78.509
6	1	Francis O'Day	914-6	91.359
7	1	Michael Tosi	911	78.174
	2	Brian Lay	911 3.2	78.955
	3	Chris Ryan	911	80.009
	4	Dick Demaine	911 C2	81.798
	5	Robert Canter	911 Targa	82.118
	6	Ron Criscitiello	911 Carrera	84.634
	7	Jeff Johnson	911 Carrera	84.673
	8	Jim Wogan	911	84.706
	9	Bradley Spink	911	85.901
	10	Cuan Coulter	911 SC	89.796
	11	Lee Coulter	911 SC	91.012
	12	Russell Shu	911 Carrera	92.869
8	1	J Cowen	Boxster	73.382
	2	Fred deNapoli	Cayman	77.515
	3	Greg Osche	Boxster S	78.106
	4	Michael Powers	Cayman	81.406
8SS	1	Steve Ross	Boxster	79.825
	2	Matt Baker	Boxster S	80.025
	3	Oliver Lucier	Boxster	80.591
	4	A Sinkeviciua	Cayman S	82.438
	5	Brian Kelly	Boxster	82.559
	6	Geoff Kronik	Cayman	84.21
	7	A Almeida	Boxster	96.225

Class	Pos.	Driver	Car Model	FTD
10	1	John Bergen	911 C2	84.45
	2	G Skaubitis	911 RS A	86.447
	3	C Skaubitis	911 RS A	87.979
11	1	Paul Tosi	997	76.393
	2	G Dominiak	993	78.777
	3	Brian Cooner	911	81.691
	4	Lee Warwick	996	84.638
	5	Susan Kelley	997 C2S	87.636
11SS	1	Jake Moreau	996	77.506
	2	Chris Fahy	996	81.36
	3	Ted Shaw	996	83.873
	4	Doug Mogill	997 C4S	88.009
	5	Dan Ryan	996	92.352
13	1	Steve Smith	944	86.368
	2	Jesse Fenn	944	92.444
14	1	Stepen Lefebvre	911 GT3	74.236
	2	C Stromeyer	911 TT	75.21
	3	Bill Caterino	Boxster	79.631
	4	Mike Bete	Cayman S	82.04
	5	Chris Tuck	911 S	83.131
	6	David Tynan	Cayman S	83.997
	7	Fred Cowen	944 T	85.098
	8	Joe Topor III	911E 3.0	87.919
15	1	Ronald Mann	911	75.995
16	1	Mark Schnoerr	BMW M3	73.703
	2	Bill Seymour	S7	74.552
	3	Mike Stukalin	Miata	76.917
	4	Tom Gurski	Elise	78.675
	5	Kyle Raeburn	VW R32	82.386
	6	B Zetterlund	BMW M3	85.749
	7	Bill Paynton	BMW M3	90.28
	8	Nikole Lennox	Elise	93.359
	9	Emilie Lachance	BMW M3	95.57

signment. The cones on my corner flew frequently, and though Pilotis are great shoes for the track, they are not great track shoes. "Podiatrist" joined my growing list of medical providers; still I was glad I wasn't on corner one, whose workers ran the equivalent of a marathon.

The many downed pylons underscored both the course's challenges and that this was a layout that taught you to drive. Looking ahead was mandatory, inattention brought the unwelcome thwup of mashed rubber, and proper technique meant

# 2009 Autocross Competition Class Winners

Class	Pos.	Driver	Car Model	Total Points	Points W/Drops
1	1	Tom Tate	914	39	33
	2	S Schnoerr	914	28	28
	3	R Towle	914	20	20
2	1	Joe Kraetsch	924 S	37	33
	2	Lisa Roche	944	31	27
	3	David Case	944	23	23
	4	M Moushon	944	12	12
	5	Bill Aubin	944	9	8
4	1	Jack Saunders	944 S2	34	30
5	1	G Rouhart	968	45	36
6	1	Francis O'Day	914-6	45	36
7	1	Michael Tosi	911 Carrera	36	36
	2	Chris Ryan	911	19	16
	3	Robert Canter	911 Targa	16	14
	4	Dick Demaine	911 C2	11	11
	5	Jeff Johnson	911 Carrera	4	4
8	1	J Cowen	Boxster	36	36
	2	Oliver Lucier	Boxster	22	22
	3	Greg Osche	Boxster S	22	18

Class	Pos.	Driver	Car Model	Total Points	Points w/drops
8SS	1	Matt Baker	Boxster S	30	30
	1	Steve Ross	Boxster	36	30
	3	Brian Kelly	Boxster	9	9
	5	Geoff Kronik	Cayman	8	8
10	1	G Skaubitis	911 RSA	39	33
	2	C Skaubitis	911 RSA	23	20
11ss	1	Jake Moreau	996	39	33
	2	Chris Fahy	996	15	15
	3	Susan Kelley	997 C2S	7	7
	4	Wi Nerney	996	2	2
14	1	S Lefebvre	GT3	40	36
	2	Mark Skala	914-6	27	27
	3	C Stromeyer	911 TT	20	20
	4	Chris Tuck	911 S	13	12
	5	Mike Bete	Cayman S	8	8
15	1	Ronald Mann	911	36	36
	2	M Schnoerr	997 GT3	30	30



Taking a ride



Through a "six-pack"



At the finish line



A little suspension tilt

continued on page 28



At the finish line



Steve Ross



Class 1 winner Tom Tate

progress. All who drove this course will remember a great day, and even the weather complied: a gloomy start yielded to a clear, perfect fall afternoon.

The only flaw was the season being over. Everyone wants another run, and in my case, a late-day one-cone mishap cost me a trophy. I was pleased nonetheless: it was my day's best raw time, and afterwards Jeff Johnson and George Skaubitis applied beer—er, peer pressure to prompt my first visit to O'Hanlons. I'd now recommend a post-event stop at the bar to anyone.

I drove home at dusk, and as I merged onto route 128, opened my windows wide. It was as if doing so allowed all the available pleasure of life to flow in, and because life occurs in moments, it's likely that's exactly what happened. I couldn't have felt better--remarkable for someone who not long before couldn't have felt worse.

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TLA?

of the best. Even if it's not a cure per se, whatever ails you will be far from mind as you roar through the cones. I can tell you firsthand, that it's a cure in itself.

See you next spring.



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month was the hottest October on record

This was startling. Across the world there were reports of unseasonal snow and plummeting temperatures last month, from the American Great Plains to China, and from the Alps to New Zealand. China's official news agency reported that Tibet had suffered its "worst snowstorm ever." In the US, the National Oceanic and Atmospheric Administration registered 63 local snowfall records and 115 lowest-ever temperatures for the month, and ranked it as only the 70th-warmest October in 114 years.

So what explained the anomaly? GISS's computerized temperature maps seemed to show readings across a large part of Russia had been up to 10 degrees higher than normal. But when expert readers of the two leading warming-skeptic blogs, Watts Up With That and Climate Audit, began detailed analysis of the GISS data they made an astonishing discovery. The reason for the freak figures was that scores of temperature records from Russia and elsewhere were not based on October readings at all. Figures from the previous month had simply been carried over and repeated two months running.

The error was so glaring that when it was reported on the two blogs — run by the US meteorologist Anthony Watts and Steve McIntyre, the Canadian computer analyst who won fame for his expert debunking of the notorious 'hockey stick' graph — GISS began hastily revising its figures. This only made the confusion worse because, to compensate for the lowered temperatures in Russia, GISS claimed to have discovered a new "hotspot" in the Arctic — in a month when satellite images were showing Arctic sea-ice recovering so

fast from its summer melt that three weeks ago it was 30 per cent more extensive than at the same time last year.

A GISS spokesman lamely explained that the reason for the error in the Russian figures was that they were obtained from another body, and that GISS did not have resources to exercise proper quality control over the data it was supplied with. This is an astonishing admission: the figures published by Dr. Hansen's institute are not only one of the four data sets that the UN's Intergovernmental Panel on Climate Change (IPCC) relies on to promote its case for global warming, but they are the most widely quoted, since they consistently show higher temperatures than the others."

If this keeps up month after month I'll have plenty of material for my monthly columns (note even more sarcasm ☺).

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**Four Speeds**- continued from page 6

switch in the VW was a pressure switch attached to the master cylinder so I wired it to the wire going to the fuse.

The fuses were just above the steering column in the VW so installing a couple of toggle switches next to it was a snap. I just put them in line to shut off power from the fuse and the brake lights and tail lights went away when needed. All I needed to do was hit the switch, stand on the brakes, turn right and the car behind would go sailing through the intersection at a very high rate of speed. Worked every time. Sometimes I could get far enough ahead to hang the right, another right into a driveway, kill all the lights and disappear for good.

Those days are over but the last few years I wished that I could make the brake lights come on when someone was following too close without actually hitting the brakes. Maybe I'm just getting old but it really bothers me when a car is just a few feet off my bumper at 60 mph, especially when they're on the phone. Here was my chance to hook up a couple of wires and a switch to Big Red and make it happen. As long as I was there I might as well put in the old on/off switch too, you know, just in case. To be honest I have closed on a car faster that ex-

pected from time to time and I find it embarrassing to light up the brake lights to tell everyone behind me that I misjudged it. The momentary switch was \$1.99 and a matching on/off control was \$2.99 at Radio Shack, a bargain at twice the price. They mounted into the center console where a couple of blank plates were left for the heated seat switches (which I don't have, it's a summer car after all) and looked like they belonged there. I couldn't have been easier. Modern day cars have wiring harnesses that are so complicated that you can't even find a wire. Bid Red has wires that are easy to follow and even have different colors. I love old cars.

After that job I'm looking at the RS4 with the same idea in mind but I can't find any screws on the lower dash panel to access the switch so that job won't be as easy. These new cars are just too complicated for me. Maybe I should just stick to old cars. KTF



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as past president, and for another year as track co-chair with George Bixby. Seriously, thank you.

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- Don't let a little dispute injure a great relationship.
- Open your arms to change, but don't let go of your values.
- Take into account that great love and great achievements involve great risk.
- Judge your success by what you had to give up in achieving it.
- Silence is sometimes the best answer.
- The best relationship is one in which your love for each other exceeds your need for each other.

approved expenditure to cover two banner holders and banners. Michelle then provided a 50<sup>th</sup> anniversary update. Derek Daly has been contracted to speak at our February event. Dinner menu is being finalized for publication in the December newsletter. The Board provided some direction on emphasis on camaraderie and fun. Details are coming together for the remaining events in the summer and fall. The next meeting of the 50<sup>th</sup> committee will be in January at The Elms in Newport.

The next meeting of the Board will be held at the Hauben/ Brinton residence on December 10. Incoming Board members are invited to attend, as this is the traditional "transition meeting". Having no further business to discuss, this Meeting was adjourned at 9:01pm.

Respectfully submitted,  
Michelle Wang (for Jill Maserian)

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**Hans & Belts:** Schroth Profi-II, 6-point blue belts are HANS compatible with 2" shoulder straps. Nearly-new condition. Purchased in 6/06 from HMS Motorsport and dated for use until 2011. Sell for \$200, purchased new for \$309. HANS Device, Model 20M Economy. Manufacture Date 8/05, nearly-new condition. Sell for \$600, purchased new for \$845. Further discount available for someone purchasing both items (if no shipping necessary). Dennis Friedman in Hingham, MA, (781)740-1660 or fried@chesapeakegroup.us

**'98 Boxster:** 5-spd, 3.4L 996 motor, headers, sport cats, 996 front brakes, Center radiator, 996 fr. Bumper, Lowered, B&M shifter, 700 watt stereo w/sub, Sirius, Engine: 64,000 mi., Total: 107,000 mi., Pics: <http://mysite.verizon.net/RedBoxster986>. Contact Peter, 978-486-8245, RedBoxster986@verizon.net. \$20,900 OBO

**Twenty foot black enclosed steel trailer:** Bought new in '07 for \$6600 at Atlantic Coast Trailer. Only used to tow my 944S2 for local autocross events and one tow to Watkins Glen. Interior sealed and painted. One cabinet and storage drawer included. Still smells new. Asking \$5500. steve@gravityperformance.net 978 501 7658.

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**HELMET: ARAI GP-5/W SNELL SA2005** Wide Eyeport-Xlarge – Black Frost. Used twice this season. Paid \$850, will take \$425 Firm. Michael Volchok 508-882-3693 michael@blessedherbs.com

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## Welcome New Members

Antonio Almeida  
Rosana Almeida  
Framingham MA  
2000 Boxster

Nicholas Hunter  
Ellen Hunter  
Sharon MA  
2003 911

Sein Siao  
Southborough MA  
2008 Carrera S

Christian Boudman  
Bobbi Boudman  
Wolfeboro, NH  
From: Los Angeles  
1970 911

Joseph Bartolotta  
Kathleen Bartolotta  
North Andover MA  
2006 911 S

Thomas Magloczki  
Boston MA  
2004 911

Kevin Taback  
Brookline MA  
1987 911

Colin Mazzola  
Dina Mazzola  
Bolton, MA  
From: CVR  
1992 964 Cup

David Collins  
Patricia Collins  
Tiverton RI  
2002 911

Jay Messenger  
Winchester MA  
1966 912

Kirk Whiting  
Kathleen Hilton  
New Bedford MA  
2006 911 S

Henry Wallace  
Lana Tsurikova  
Auburndale, MA  
From: North Country  
1987 944

Goetz Friederichs  
Liz Nofziger  
Boston MA  
1977 911 S

Keith Muntyan  
Susan Davis  
Sharon MA  
2006 Cayman S

### Transfers In

Muhamed H. Almaliky  
Cambridge, MA  
From: Riesentoter  
2004 Cayenne S

Vincent Gorla  
Winchester MA  
2008 Cayman

Tommi Raivisto  
Anne-Marie Raivisto  
Bedford MA  
2008 Cayman S

### Double Clutching - continued from page 9

Americas. It was actually in this city that the gold taken from the Americas was brought and would pass through what is now known as the Tower of Gold. The tower itself still stands today. There is much I could tell you about my experiences and what I got to see when there from the Cathedral of Sevilla which holds the supposed tomb of Christopher Columbus, the Ibero-American World's Fair of 1929 and the Plaza de Espana, The Old Quarters and the many other sights I saw but unfortunately I am limited by space for to which to write my article.

I also had the opportunity to go to a professional Futbol game and see one of the city's two teams, Real Betis Balompie, from a seat located inside a luxury suite. That was an experience in itself as I sat there watching the game while being offered delicacies of different types of aged meats, cheeses, fine wine and beer all the while smoking Cuban cigars which my host insisted would only enhance my pleasure.

The last place I got to visit was Cordoba and as with the other cities I got to visit was stunningly beautiful. The memory that stands out here though is I got to see one of only three Synagogues still located in all of Spain. Of these three only one is still a practicing Synagogue today and the other two have only been preserved for their historical significance. The one I got to see in Cordoba was actually last used as a temple around 1492 and from 1492 until sometime around 1886 its existence wasn't even known until a painting fell from a wall bringing down the plaster behind it exposing Hebrew writing on the wall behind. It was a meaningful moment for me as I stood there in this Synagogue, looked around what was left of the Synagogue and thought how far humanity has come in so many ways since in science, medicine, engineering communication and all, yet still somehow how far we have to go before we truly can consider the world civilized just in how we all respect, treat and regard each other.

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