



FOOD & FILM @ FIREFLY'S
Zone 1 Tech Tactics
2008 NEW ENGLAND RAMBLE
2007 Annual Dinner Gala

THE NOR'EASTER

08 JANUARY 2008 J

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

Date: October 2006

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

Assignment: Prepare and Support our customers' cars.

Results: All Great... some Extraordinary!



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

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

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

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

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

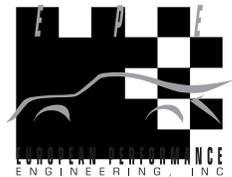
Caryl Brensinger, Bruce Hauben, Wayne Mackie and Steve Boris: Finished off the podium but ran safely without problems or issues.

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

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

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

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



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COVER



Cover Photo
Member Miguelangel Aponte-Rios provided this dramatic shot from an NER autocross this season.

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Editor Dave Weber
Graphic Designer Susana Weber
Copy Editor John Koenig
Advertising Mgr. Robert N Cohen

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

Out In The Passing Lane

Dave Weber



As I write this column a Verizon tech is completing the installation of Verizon FIOS high speed internet, television, and phone service. Am I excited? You bet! As I wrote a couple of months ago, I'd reluctantly signed up for Comcast internet service after being advised that FIOS service would not be available for sometime on my street even though preliminary construction work had been completed nearly a year ago. That earlier column was read by a long time region member who is a senior manager at Verizon. She checked with me to gain a full understanding of the situation, and almost immediately progress picked up. Within a week all the splicing was completed along our street, pedestal connection boxes were installed, and an appointment was made to finish the installation in our house. By that time of course winter was upon us, and the ground was frozen and soon covered with snow. We have buried utilities on our street, so with the ground frozen and snow covered the installation appointment was cancelled and rescheduled for April 5th.

I now have yet another new email address: david.weber1@verizon.net – please make a note of that change.

I resigned myself to several more months without FIOS.

Alicia Kullas at Verizon wasn't about to let a little winter slow things down. A few more phone calls were made and a new plan was hatched. A couple of days ago a crew visited our property and laid a temporary fiber optic line across the snow, through our wooded lot, up to my race car garage. That brings me to today and the efforts of Nathan from Verizon. When he completes his work I'll have much better television service – with more HD channels, unlimited calling on our primary phone line, and very high speed internet service (20 mbps down and 20 mbps upload speeds). I now have yet another new email address: david.weber1@verizon.net – please make a note of that change should you wish to contact me or better yet send me articles and photos!

Day 1 of the FIOS installation proceeded very well for a period of time, the phone lines were hooked up quickly as was the internet service. Around 1:00 PM Nathan started on the television

service connections. We have six TVs (don't ask!) situated in the house and our race car garage, and all of them were connected via a splitter in the house attic. For the FIOS installation my plan was to use the cable line in the race car garage as the starting point for the TV service to the house rather than starting with the splitter in the attic. As the TV work progressed it became apparent that there was significant signal loss in the 100' cable length between the two buildings. When that line was only supplying a signal to the race car garage TV it sufficed, but when it had to support five TVs in the house the signal loss was an issue. No matter what Nathan tried he couldn't get more than three TVs to work properly. He called for assistance and he and another technician worked until 6:30 pm before they surrendered. I called a gentleman who strings phone lines and cables at my company, and he came out the next morning to pull a new cable between the two buildings. He quickly discovered that the original cable was frozen in place in the conduit running under Susana's perennial garden. So he laid a temporary line across the snow into our house. Nathan came back at noon and went to work. He managed to get all six TVs working but two of them wouldn't display the channel guide. Further analysis pointed out the need to re-

place the twenty year old cable lines I'd installed as the signal loss in the house wiring was preventing the guides from displaying.

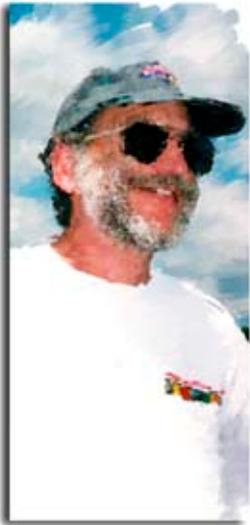
A few days after Christmas I crawled into our house attic and with the assistance of our son pulled new lines to the affected TVs. Come spring Verizon will be back to bury their FIOS line, and maybe the conduit between our two buildings will have thawed and we can then replace the weak cable line. In the meantime I can tell you our phones sound better (fiber optic is clearer than copper wiring), the internet service is very quick, and our TV pictures are excellent.

I'll have more information to share about my user experiences with FIOS next month. For sure I'm indebted to Alicia for her assistance in making it possible for Susana and me to avail ourselves of this fantastic service. You just never know how membership in the Porsche Club will make your life better.

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Upshifting

Bruce Hauben



Well dear reader, here I am again, facing the *NOR'EASTER* deadline and not really feeling like I want to write a column this month. I know though, once I get started things will just flow from my mind, to my fingertips, and finally to the computer and ultimately to our long-term newsletter editor.

But let me explain why I'm reluctant to try and jump-start the writing juices. Last week, a full week before this column was due, I actually spent an afternoon and researched and wrote the column... yes, a week before it was due. My practice is that when I get my e-mail all set to go to Dave with the attached column, I open up that attachment to make sure that I have attached the correct column. Well, I don't have to tell you how pissed and frustrated I was when the only thing in the attachment was the name of the column, nothing else, even though the saved document said that it contained 27.5 kB, about the usual size of my columns.

I figure that it has to be someplace on my hard

I'm sure that you out there with diesel vehicles are as annoyed as I at the current fuel price, roughly 17% higher than 'regular' gasoline.

drive (because it does indicate that it is 27.5 kB; far more than just the 12 pt. title would consume), but neither I (far, far from being a computer literate person) nor several friends (more literate than I) have been able to find the damn file. So, here we go again.

I'm sure that you out there with diesel vehicles are as annoyed as I at the current fuel price, roughly 17% higher than 'regular' gasoline for those of you who don't track diesel prices. Roughly 35 years ago I took delivery of a Peugeot diesel in France and after using it to vacation had it shipped home. Back in those days diesel was always substantially less per gallon than gasoline and, in fact, through the mid- to late-'90s was still far less than gasoline. Even as recently as last summer diesel was close to the same price as regular gas, and Joyce and I were really looking forward to our new diesel truck as we'd been putting close to 20k miles a year on the old truck towing to DE and Club Race tracks.

So why is diesel now 15-20% more costly than regular gas? The Energy Information Agency, a

sub-set of the DOE, has a very interesting web site and <http://tonto.eia.doe.gov/oog/info/gdu/gasdiesel.asp> will show you that the main up-cost of diesel is the higher refining cost than gasoline, 17% of the cost of a gallon versus 10% for gas. On the other hand, diesel costs 6% per gallon less than gas for the crude oil (less waste in the refining), and distribution and marketing is 2% less than gas.

Other areas of this and other web sites try to point out logical reasons for the higher cost of diesel, but I remain convinced that it's a case of screwing the guy who is your captive. Some enormous percentage of diesel production is used by over-the-road truckers who have no choice. The trucking company, be it Crete, England, Consolidated or UPS, has no choice. They can't tell their drivers to stay home this week because diesel prices are too high, they have to be on the road and most of them are passing the higher prices on to the customer, and ultimately to you and me. When I ship holiday packages via UPS and print the label at home, UPS tells me exactly how much of my cost is the fuel surcharge. I was looking forward to going to a diesel passenger vehicle when we get our next vehicle. The new mandated Ultra Low Sulfur Diesel now has MA and CA — the last two holdouts not

allowing new diesel passenger vehicles to be sold within their borders — converted. Diesels have been very popular in Europe for many years, and the same marques sold here have many diesel vehicles not available here, but unless the pricing changes, I doubt that I'll bite.

Our wonderful new, crew cab, 8' bed, diesel has been living out the snow and I finally made the time to reconfigure our garage to get it indoors. Did it really fit? Read on. We have a three-car garage and two Porsches, one Volvo wagon and the truck. Well, in past years I've been able to jockey the three cars and the old F150 into the garage during the winter without requiring major moves within the garage. I'm able to jockey the two 911s side by side by folding the outside mirrors so they take up not much more than one bay; guess we have wider bays than normal. Of course the only way to get the track car out in January for Sebring is to reverse this procedure, hoping that there is not too much snow on the ground. Well, the F350 is close to 4' longer than the F150 and according

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Four Speeds & Drum Brakes

Tom Tate



Old man winter sure sneaks up on me in a hurry. One day I'm moving cars around preparing for winter storage, and the next day the ground's frozen and the plow won't start. Things don't always go smoothly, as you read about in this column. To put life in perspective I'll remember to include some of those stumbles, like the ones below.

This year the barn that had protected the '53 Caddy all those years was available, so Big Red went there after a great summer and fall of spirited driving. The '85 BMW M6 never made it to the track this year but then, at 3600 lbs, it's really more of a highway cruiser. Some years ago I got tired of having the inside wheel spin every time I turned a corner and stepped on the gas so I kept an eye out for a limited-slip rear end. It wasn't long before a 5-series BMW that had bit a tree showed up at my local junkyard. The BMW club magazine had an article about that very subject and explained how to spot a limited-slip differential. When new they were delivered with a paper

that raised (or is it lowered?) the ratio wasn't going to really kill the performance. There really isn't any standing-start performance to kill. If the ratio was lower (or is it higher?), that would limit top speed from 145 to maybe 130. So, who cares?

Did I mention that the 5-series donor was an automatic? The rear was still a bolt up, but apparently the rear axle ratio was even lower than normal. Turns out that at 92 mph Big Red is turning 3000 rpm in fifth gear and if my math is correct it is now geared to go somewhere over 155 mph. I don't think there is a straight road long enough in the state of Mass. that will let me find out if that's true, not that I really need to know.

It's a little slow off the line and second gear is good for 65 mph, but that's fine with me. I don't get any wheelspin anymore, and if I really jump on it I can get the tail to wag like an old dog. It matches the image of the 6-series that I got out of a car magazine road test years ago. They called the BMW 6-series the David Niven of sports cars and that's always the way I've looked at Big Red

— very dignified sort of fellow with a lot of style. Maybe that's why I've kept it all these years, hoping that some of that will rub off on me. So far, no luck.

My friend Bill seemed to really like the way the bright red coupe looked in his barn and

commented that it looked like a good replacement for his '53 Fleetwood. I volunteered to leave the battery in it with key in the ignition in case he wanted to run it around the block but he declined. I got the feeling that back in the day it would've suited him just fine.

I go by to check on Big Red (and Bill) every week or so and they seem to be doing well. Now that there is snow on the ground and the RS4 has the Blizzaks on, I'm hoping to get a chance to give Bill a drive around the block to show him how cars have changed in the last 50 years. I want to see the look on his face when the boost on the twin turbos hits 17 psi and 410 hp gets passed out to the four corners. Should be a ride he won't forget.

The plow is another story, and not a good one. It was alive enough to drive out of the woods in Oct. (I did mention where it was parked during the warm months, didn't I?) but when I went out to try it in Nov. the old rat said no. I went through the fuel system, the ignition system, and even

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I was never a student of gear ratios; I could never remember whether a higher ratio meant the engine went faster or slower for a given speed.

tag on them, but the tags turned to dust in the first few years. There is, however, a trick to finding the good ones. When up in the air, the wheels with an open differential turn in different directions when one wheel is moved. With a limited-slip, the wheels both turn in the same direction. I assume that most junkyards know this, but the yard only wanted \$100 for it, so I was the new owner. They even took it out for me.

The article that I mentioned also went rather deep into the whole axle ratio lesson with pages of charts full of numbers and the number of teeth on each gear. I was never a student of gear ratios; I could never remember whether a higher ratio meant the engine went faster or slower for a given speed. The axle ratio was stamped into the casing but, since I only had one to work with, I couldn't see the need to do a lot of calculations to see how it was going to affect my engine speed. It was just a matter of putting it in and driving around the block to see how it worked.

Big Red was never a rabbit off the line, so a LSD

Around The Cones

Steve Ross



Well here I am again writing a column for the *NOR'EASTER* every month again; guess that comes with winning the hotly contested race for Activities VP (oh right, I did not have any opposition). Seriously though, this is now the 10th or 12th time I have held this job in my 27 years in the club; suppose I must enjoy it to continue to volunteer. For those new members, and there are at least 20 or so of you each month, the position entails overseeing all activities that include Porsches moving or on display. In NER's case that is Driver Education, Autocross, tours such as The Ramble, Rallies, and Concours events (car shows). Each one of these is ably handled by a chairman and, in most cases, a committee to administer the operation of said activity. Largest, of course, is the DE program headed for his second year by Laurie Jitts. He is backed up by a dozen or so other key people (see the DE website for a listing). Next up is Autocross, this year Ron Mann's domain, again with a group of volunteers, smaller in number, to coordinate the five timed events plus the school.

At this point yours truly is the Concours chairman, but applications are welcome for someone to take over this position.

At this point yours truly is the Concours chairman, but applications are welcome for someone to take over this position. It has mushroomed into a very large event — witness the almost 100-car showing last year. Tours are primarily The Ramble, which occurs in late April or early May (such as this year). Bruce Hauben and his wife Joyce have continued to do a great job making this, our largest-entry event of the year, stay fresh. Special note: the application for The Ramble is in this issue of the *Nor'easter*. If you have any inkling you may want to participate, enter NOW; the last few years it sold out by February. We also run some what we call brunch tours or coffee runs in the off season (read late winter), and usually a fall tour, many times coinciding with the foliage changes. Finally Rallies have been an on/off again series. Identifying rallymasters has become a tough challenge but the search will continue.

Since we are in the midst of winter (weather-wise, as the calendar has not passed the official start of the cold/snow season), here are some

useful if belated hints for winter storage of your beloved Porsche. First, a dry and cool or cold location is fine; heated spaces can actually cause moisture and other issues during the dormant stages of the car's storage. Battery maintenance is critical if you want to avoid replacing a battery every year. Use of a battery maintainer or removal of the battery for winter charging is a must. Note that Porsche is very tough on warranties for low-mileage cars that have a failure. Fuel tanks should be full and 'dry gas' used to eliminate possibilities of moisture in the tank; a fuel stabilizer is in my experience unnecessary unless you plan to store for more than six months. Pumping your tires up to avoid flat spots is, I think, an old habit that probably originated with the use of cross ply non-radial tires; I have always found a few miles of driving in the spring eliminates any thumping every year. Rodents and other critters are a real danger for a number of reasons; primarily being the damage they can do by nibbling on your wiring, or other critical components. Their nests can

block air intakes, and their waste products can create very unpleasant odors. Traps or cats are probably the most effective. My favorite has been a few bars of Irish Spring soap, which seems to scare them away. Mothballs may be better but you may smell them for quite a while in the spring. Trunks and

engine compartments are most important places to use it. Finally, using a good breathable cover for the Porsche, keeping the emergency brake off and taking the key out of the ignition (it is amazing how much power can be sapped by leaving the key in) round out the simple things to do.

Do you know that there are some very good resources for information on your model Porsche right on the National PCA website. Check out the Tech section, which is conveniently divided by model and covered by experts in those style Porsches. In addition to browsing answers to questions, you can pose them, too. Another rich resource is The Mart on the same website. The usual cars and parts are available, but literature and posters are for sale, too. And if you have things to sell, there are parallel Wanted sections in each category; check it out. Also remember you belong to a national club so, not only can you participate in most any regions' events, you could

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Minutes Of The Board

Michelle Wang- December 18, 2007 Meeting



After dinner and the photo shoot of the incoming board members, this meeting of the board was called to order at 7:42 pm. In attendance were Steve Ross, Bob Cantor, Jill Maserian, Win Perry, Dave Weber, Susana Weber, Ron Mann, Bob Cohen, Karen Cohen, Matthew Wallis, Jim Selders and our hosts, Joyce Brinton and Bruce Hauben. Absent was John Bergen.

Bruce began by welcoming the new members of the board and thanked them for their service.

In Ron's last activities update, he announced that the autocross contract with Devens is in hand, and will be signed and sent back over to the folks at Devens with appropriate deposits. In addition, he is in search mode for the new AX computer. Steve will have more info on 2008 activities for next month's planning meeting. Bruce reported on DE activities to date. There will be cross marketing between the North Country region and NER, and possibly a similar arrangement between NER and the Upper Canada region for applicable events. The details will be ironed out in the next month or two, in time to be publicized. Steve Ross noted that he would remain as concours chair until he finds a replacement (interested parties, please volunteer!).

Win Perry recapped the Annual Dinner for all assembled. The dinner was well subscribed at 120 attendees and there was a lot of positive feedback on the location, food and entertainment. The decision is to stay at Andover for 2008. Bob Cantor will arrange for the ACC and the Vic Paul Trio on similar dates next December. Win has done a great job in getting the January and February meetings set up. The Paul Russell tour is all set; we have a wait list of over 30 people. Attendance will be taken, so please no gatecrashers!

February 10 is the movie night at Firefly's. There have been four signups so far and the capacity of the room is about 30. The venue has a VHS tape player so Win is asking for that type of media for the movies.

Bob will begin planning for March and April. March has some possibilities; one could be at EPE, or an engine breakdown at Conway Motorsports. April is tentatively slated for the newcomer's meeting at Ira. More to follow at the January meeting.

Treasurer Bob Cohen distributed the financials in advance of the meeting for all to review. The Board discussed year-end and outstanding items. DE reported that they turned a small profit, as did

the remainder of the activities, and a donation to the Museum of Transportation for the September concours is pending. At the time of the meeting, Treasurer Bob reported that the region's finances are in good shape and we enter 2008 in the black. The treasurer's report was accepted as submitted.

John e-mailed in the membership numbers for our enjoyment. There are 1440 primary members and 1050 affiliate members, for a total of 2490 regional members. He also reported that the *Nor'easter* subscriptions have been "streaming in" to date. Bruce distributed the new members list for contact by the board. New members should be prepared for a call or e-mail, encouraging their participation in any upcoming activities.

In presidential matters, Bruce attended the recent Zone 1 president's meeting. Of note was that another region had hosted and run a teen Driver Ed. program. Our region may be interested in a similar program. More investigation is needed before submitting any proposals to the board for approval. Matthew and Ron had some good ideas pertaining to this, and all will be further discussed. Bruce asked that interested parties do some research and come to the February meeting prepared to discuss.

Editor Dave reviewed the master publication schedule for 2008. He then reviewed the January issue deadlines and assignments with those present. The deadline is tight this month due to the rescheduling of this meeting, much to Bruce's

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Happy PCA Anniversary

Twenty-Five Years

David Theriault

Twenty Years

Henry Faulkner

Jerry Pelligrino

Howard Salwen

Ten Years

Greg Hill

Todd Parks

Five Years

Adam Bahret

Joseph Billmaier

Brian Doyle

John Foley

Christopher Lewis

Bruce Lenahan

David Ohanian

Robert Salter

Matt Tibolt

Walter Tierney

Double Clutching

Bob Canter



What I always find interesting this time of year is how with the first snowfall I automatically begin to mentally set apart part of my bank account for additions and subtractions for my 1984 Carrera. Now, this is not to imply that any of these additions or subtractions is an absolute necessity, because the Carrera is running just fine. I think I put myself thru this mental exercise so that I can somehow still feel connected to my Porsche during these long winter months when driving is but a fond memory. I'm not sure how many of you can relate, but there have actually been moments when I have, as I am walking thru the garage, reached out and affectionately patted the roof of my Porsche while voicing reassurance to my 911 that spring will in fact be here once again, and the two of us will be together driving down some back-country road.

Each year the price tag seems to get bigger and the list longer. I continually find myself asking myself whether this is really necessary and invariably the answer comes back no... but... In 2006 it was

I found on eBay two Cobra Suzuki GT racing seats, which I bid on and won, and now I have to have new mounting points welded in.

spark plugs, distributor cap, rotor, gas filter, Magnecor wires, a performance chip from 911Chips, new brake rotors and Porterfield brake pads (which have been great). In 2005 it was a by-pass pipe, strut brace, fire extinguisher bracket, fire extinguisher and an extra set of four Fuchs wheels,

which came with four Michelin Sport Cups. In 2004 it was H4 headlights, getting the drivers seat reupholstered, and I resealed the Targa bar.

2007 looks to be my most costly winter yet. I found on eBay two Cobra Suzuki GT racing seats, which I bid on and won, and now I have to have new mounting points welded in. Of course this will now necessitate purchasing a five-point harness and a harness bar. I will also be purchasing stiffer torsion bars and getting the car corner balanced. Further, the Sport Cups are quickly getting to the end of the useful existence and it might be time to get new ones.

But hold on; this compulsion during the winter months is not just related to parts and performance hardware. You would think that I could find something better to do with my time than skimming Porsche related websites such as Performance, Pelican, Eagle Day, AJ-USA and a host of others. How many tee shirts, hats, sweatshirts, etc., can one person own that say Porsche? I have even gone so far as to stop at a local Porsche dealership to see if some new accessory may have come in that catches my interest.

My youngest daughter Stephanie has jokingly said that if, God forbid, there were ever a fire in the house and I were left too have to choose between saving her and the Porsche, the safest place for her to be would be sitting in the Porsche.

So, you may be asking yourself, what is the point of this entire article? It is that spring cannot come fast enough so I can start saving a little money for little things like the tuitions I have with two kids in college and an under-funded retirement account?

NER Region Saddened By The Loss Of Well Known Region Members Of Years Past

It is with sadness that we announce the passing of an early Northeast Region member. Cathleen Stephens Ellis was an active member from 1971 to 1982 and in the late '70's was the editor of the NOR'EASTER. Active on the autocross circuit with a 914, she competed in the early SCCA Solo 2 series at the national level. She leaves her son Rob Tate of Phoenix with three grandsons, daughter Kerry Martin of Salem, MA with three grandsons and her husband of 24 years, Archie Ellis.

The Board was also notified of the recent passing of former member Allen Hallett by his son, Chuck Hallett. Allen had held several positions in the early years of the Club's inception, and was the 1970 Parade Treasurer. Chuck's mailing address is 10 Dean Street, Medway MA 02053.

Flat Sixer

John Bergen



Happy Holidays everyone. For those of you who attended the NER Annual Gala, I hope you had as much fun as my wife and I did. The fun began when Cuan Coulter volunteered to drive us in his wife's (Lee's) new Cayenne. Wait; let me think about that for a minute. Dot and I get a chance to be chauffeured around in a new Porsche. Think of that new commercial that focuses on one word — "DUH."

Well, of course I agreed to let Cuan drive us. I'd be a fool to miss an opportunity to ride in a Cayenne. Cuan and Lee arrived promptly at our house at 5:00 so that we would be sure to arrive at the North Andover Country Club by 6:00 pm. I have to admit that I felt a bit under-dressed when I met Cuan at the door and saw that he was in full black-tie attire.

This being my first NER Gala, I almost panicked thinking that maybe a tux was required and that my blazer and chinos just weren't going to cut it. Cuan assured me that it was not a formal affair and that I would be fine. Dot, my better half, on

The big joke was how this so called intelligent GPS system often suggested routes that made little of no sense.

the other hand, was dressed nicely and she would not have had any problems with the fashion police.

Anyway, we piled into the car and got ready to head on our way. Cuan made a quick call to Glenn Champaign who was going to be following us on our trip to Andover. Luckily, Cuan had on of those fancy Garmin GPS systems so we were not in danger of getting lost. The big joke was how this so called intelligent GPS system often suggested routes that made little or no sense.

Take, for example, our drive from Needham, where we joined up with Glenn and Betty, to the Andover Country Club. The Garmin had us drive 128 North to 3 North, to 495 North, and finally to 28 South. Those of you who live on the North Shore know that this is not the most direct or shortest way to Andover. But, for giggles and grins, Cuan decided to try the suggested route.

This is when Lee piped in and informed Dot and me that Cuan loves to use the GPS, even when he knows where he's going. We all got a good

laugh out of that and wondered what Glenn and Betty were thinking as we drove north on Route 3. Needless to say, we eventually got close to our destination but, here's the kicker — Cuan didn't follow the last direction from his GPS and made a wrong turn, which resulted in another round of laughs.

One thing I forgot to mention was how cold it was that night. The walk from the car to the clubhouse was painful, especially since, being the tough guy I am, I didn't wear an overcoat. Brilliant! Once inside it was much warmer and the cocktail hour was in full swing.

In scanning the room, it appeared as though people were already reserving spots at tables, so we chose a table and then mingled. It was nice to see all of the NER board members in attendance, and it was nice to see many familiar faces there, too. A surprise for me was that Joe Billmaier and Stanley Corbett happened to be at our table along with their wives.

As I have mentioned in a past article, Joe is a fellow DE'er and Stanley is also planning to become more involved in DE with his Cayman. Of particular interest to me was Stanley's daily use of his Cayman and how he was planning to handle the snow. I asked him to keep me posted on how things go his winter for him and his Cayman. If you

recall, I had been torturing myself about buying a new car to replace my A4 Avant, and the Cayman was one option. The big thing for me is how it would handle the snow since it would become my daily driver.

The rest of the night was spent eating, drinking and dancing. The food was great and the band was even better. Dot and I were able to get out there and do some dancing. We typically only get to dance once or twice a year, so it was a lot of fun for us. It really brings us back to the days when we were living in San Diego before kids and we used to go out both Friday and Saturday to hit the clubs.

I must say that the night flew by and we were heading home before we knew it. Cuan did an excellent job navigating back to Walpole and the Cayenne was a pleasure to ride in. I guess if I ever needed to get an SUV it would be on my extremely short list.

Not much else going on other than the holidays and *NOR'EASTER* subscription forms. I must say

that I am impressed by the number of renewals I have received to date; it is close to 400! Of those, I received one with no check, one with a check but no signature, and one with cash.

I also enjoy getting small notes in with the subscription forms. One person inquired about allowing for multi-year subscriptions, which I think is a fantastic idea, so I will bring it up at the next board meeting I attend. Another person asked about not breaking up articles between the front and back of the magazine. I'll float this by newsletter editor Dave Weber to see what he thinks. One more on the notes department: someone asked that the check be cashed ASAP. Unfortunately, I am afraid that this just isn't possible.

To give you all an idea why, let me explain what the process is like. First, letters with renewal forms show up Monday through Saturday. Because of my busy work schedule I am unable to deal with them until the weekend. Now imagine sitting down with a few hundred letters and opening each one up, checking the payment, verifying the address, and updating the membership database. Once I get through all of the letters

in a batch, I then make photocopies of the check and the form together.

This is critical since, if NER is audited by the post office, we need to be able to pull records of our subscribers and show that we have received payment. All in all, it takes me several hours to do a few hundred. I then either take them to a board meeting or mail them to the treasurer, who will then ultimately need to stamp/endorse and deposit each check. This is why I am a huge fan of multi-year renewals!

I am looking forward to the upcoming Paul Russell tour in January and the Firefly lunch meeting in February. Hopefully I see many of you at one or the other. Then there is the upcoming DE Ground School at HMS Motorsport, which I want to attend so I can see their new facility. So, even though it is winter, and I can see the snow on the ground to prove it, there are some great Porsche events to get us through these dark and cold days. See you soon!

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The advertisement features a white Porsche 911 race car with the number 56, sponsored by CDCC, Hoosier, and Holbert. Above the car is a large image of a Schroth racing harness. To the right of the car are various pieces of racing equipment: a pair of Schroth racing gloves, a Recaro racing seat, a bottle of Red Line 75W90 motor oil, and a bottle of Motul racing fluid.

Calendar At A Glance

January

12 A Tour Of Paul Russell & Company

February

10 Monthly Meeting @ Firefly's
24 Driver Education Ground School

March

April

6 Autox School @Fort Devens
30 Driver Education @NHIS
Hosted By NCR

May

3-4 New England Ramble @ The Balsams
21 Driver Education @ NHIS

June

1 Autox #1 @ Fort Devens
20-22 Zone 1 Driver Education @ Watkins Glen

July

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

August

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

September

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

October

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

December

6 Annual Dinner

Good Food & Fast Films - Hosted By Firefly's Celebration of Celluloid Racing & A Bodacious Barbeque Sunday, February 10th Starting at 1PM

February is certain to be cold and likely to be snowy. Most probably your Porsche is well into winter hibernation. No need to despair: come join Northeast Region on Sunday afternoon, February 10th at Firefly's Bar-B-Que in Marlborough for great food, classic racing films, and good fun. As most of you know, Firefly's is owned by active NER member Steve Uliss. All who have enjoyed Steve's bodacious barbeque buffets at our Watkins Glen DEs can attest to the quality of the offerings. What you may not know is that Steve has a private room with screening capability tucked into his Marlborough eatery.



To take your mind off winter, NER will come up with an assortment of cinematic eye candy. You probably haven't seen Steve McQueen's 1971 classic *Le Mans* in years. Have you ever seen Claude Lelouch's famous short *C'était un rendez-vous*: a nine-minute romp through the streets of Paris at 5:30 am? Or, *The Speed Merchants*, a great documentary on racing during 1969-1972 narrated by Porsche's own Vic Elford (plus this other guy named Mario Andretti)? I'm sure we'll have more cool films than time to see them all.

The food will start around 1:00 pm, and probably keep coming. We'll start the screenings a little later, and Steve tells us we won't get kicked out until 5:00 pm.

The price of this feast for mind and body is only \$19.00 per person. Expect to enjoy St. Louis ribs, barbeque chicken, pulled pork, plenty of sides, and desert. A cash bar will be open. We can guarantee you won't leave hungry.

Please complete the application form at the bottom of the page and mail it with your check made out to NER/PCA to Win Perry, 96 Burlington Street, Lexington, MA 02420. Reservations should be in the mail by January 28, but we may fill up, so reserve early.

Directions:

Firefly's Marlborough: 350 East Main Street Marlborough, MA 01752, Phone: (508) 357-8883

From Route 495 South/North: Take Exit 24A (Marlboro, Route 20). Follow Route 20 East for about 3 miles. Firefly's will be on your left.

From the Mass Pike: Take exit 11 (Route 495 North). Follow Route 495 to Exit 24A (Marlboro, Route 20). Follow Route 20 East for about 3 miles. Firefly's will be on your left.

Good Food & Fast Films - Hosted By Firefly's Bar-B-Que On February 10th

Name (s) _____

Address: _____ City / State / Zip _____

Phone: _____ Email: _____

Cost: Registration (**must be postmarked by January 28th**) - \$19/person
Send check (payable to NER/PCA) to Win Perry, 96 Burlington St, Lexington, MA 02040



The engine cashes every check the body writes.

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

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2006 Porsche Cayenne Turbo S

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2007 Porsche 911 Turbo Coupe

Meteor Grey, Stk#X70075 \$130,763

2007 Porsche 911 Turbo Coupe

Basalt Black, Stk#X70088 \$135,515

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2003 Porsche Cayenne S

Marine Blue, Stk#X60227A \$35,989

2004 Porsche Cayenne S

Marine Blue, Stk#XU0007 \$42,989

2006 Porsche Boxster S

Black, Stk#X70068A \$49,989

2006 Porsche 911 Carrera Cabriolet

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

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

Thrill Rides 2008 - NER's Driver Education Ground School Returns Sunday, February 24th - 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 2008 on Sunday, February 24th. This is NER's annual introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great new facility in Danvers, MA. Directions can be found at 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, on-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 24th. 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 9:30am followed by our presentation from 10am - 12noon. 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 24th 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. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email sartick@verizon.net.

Who should attend?

Anyone interested in learning about our 2008 Driver Education program and improving their driving. While everyone is welcomed to register for Thrill Rides 2008, NER's Driver Education event participants must be current PCA members, have a valid driver's license and 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 2008 Driver Education Ground School at HMS Motorsport - February 24th

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 Coburn St, Burlington, MA 01803

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* offer expires Feb. 1 2008



28th Annual Zone 1 Tech Tactics

Back to Basics - This year's event will be the 2nd 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.

March 1, 2008

Tech Session Location:
Farnbacher Loles
45 Miry Brook Road
Danbury, CT 06810



Hotel Location:
Sheraton Danbury Hotel
18 Old Ridgebury Road
Danbury, CT 06810,
(203) 794-0600

Speakers

Bruce Anderson, PCA Senior Technical Advisor
Allan Caldwell, PCA Technical Editor
George Beuselinck, PCA Tech Committee-944
John Paterek, PCA Tech Committee-Interiors/Exteriors

Peter Smith, PCA Tech Committee-997/Cayenne
John Veninger, PCA Tech Committee - 928
Chris Powell, PCA Tech Committee-911 (1984-1994)

Weekend Schedule

Hospitality:	no host bar at Sheraton Danbury Hotel	Saturday Evening:	6:30 pm, Cocktails at Sheraton Danbury Hotel
Registration Saturday:	7:30 am		7:30 pm, Dinner at Sheraton Danbury Hotel
Tech Sessions Saturday:	8:00 am - 5:30 pm + Contest	Dinner Speaker:	to be announced

Hotel Reservations – Sheraton Danbury 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 8, 2008 (\$89/per night, plus tax; single or double occupancy) Call 203 794 0600. Hotel parking available. Hotel is located on the south side of the interstate I-84 at Exit 2/2A

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	Saturday Dinner
Postmarked 22 February 2008 or earlier.....\$ 45 US per person	Postmarked 22 February 2008 or earlier\$ 45 US per person
Postmarked 23 February or later\$ 55 US per person	Postmarked 23 February or later\$ 55 US per person

Registration Application

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



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Randolph Racing is open weekdays from 9 am to 5 pm and most Saturdays from 10 am - 4 pm. Please give us a call at (781) 344-1029 to schedule early drop-offs / late pick-ups and Saturday appointments.

We look forward to seeing you.



THE 23RD ANNUAL NORTHEAST REGION

2008

NEW ENGLAND RAMBLE

MAY 2, 3, 4, 2008 ■ THE BALSAMS GRAND RESORT HOTEL ■ DIXVILLE NOTCH, NH

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

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

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

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

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

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

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

The Balsams	Single Double		Single Double
Friday	\$119.00 \$119.00	Saturday	\$239.00 \$336.00

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

Deluxe Room	Specialty Suite
\$79.00	\$139.00

Finally the details:

- A) Send in the registration fee (which includes continental breakfast at The Balsams on Saturday morning and lunch Saturday at Sunday River's Grand Summit Resort Hotel) of **\$55 per person (\$75 after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CAN NOT READ YOUR EMAIL ADDRESS... YOU GET THE PICTURE! Please differentiate between "1" and "l", "8" and "B", "0" and "O", etc.**
- B) Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases. The Balsam reservations are cancelable through April 12, 2008.
- C) Shortly after your entry form and check are received you'll get an email from me with **FURTHER DETAILS including** a phone number to use in making your reservation with The Balsams. **DO NOT CALL THE BALSAMS AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL – IT WILL NOT WORK - BUT WILL GUM UP THE PROCESS.** Do not worry about your place in the pecking order as I will notify The Balsams of your name (allowing them to then accept your reservation – they will not accept your reservation until I give them your name), and notify you of your acceptance, in the order in which I receive the registrations.
- D) If you do not get my acknowledgement within two weeks of mailing your registration – **CONTACT ME** as something has gone awry. **EXCEPT – DO NOT EXPECT TO HEAR FROM ME BETWEEN MID-JANUARY AND MID-FEBRUARY. Do not worry about your place in the pecking order as I will notify you in the order of post marks.**
- E) **In prior years the hotels and I have been dealing with a monumental hassle factor created by forgetful and/or procrastinating Rambleites. As a result – you must make your reservations with The Balsams within two weeks of receiving my acceptance email. If you do not, I will remove your name from The Balsams' reservation acceptance list, notify you of this situation, and it will cost you \$50/room to reinstate your Ramble registration.**
- F) Our block of rooms at The Balsams will be held until April 6, 2008. Thereafter rooms at our rates will be on a space available basis. Rooms canceled after April 12, 2008 are non-refundable.

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

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

<p>Entrant/Co-Entrant Names: _____</p> <p>Address: _____</p> <p>City/State/Zip: _____</p> <p>Phone (day - optional): _____ Phone (eve): _____</p> <p>Email: _____</p> <p>Porsche: Year/Model/Color: _____ License Plate #: _____</p> <p>Meal Choices: Roast Chicken #___ Baked Haddock w/crab Florentine #___ Angus Prime Rib #___ Mushroom Penne w/tomato red wine cream sauce #___</p> <p>Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460 Checks Payable To: NER/PCA</p>	<p>Circle The Rambles You've Attended</p> <ul style="list-style-type: none"> '86 The Quechee Inn '87 The Quechee Inn '88 The Red Lion Inn '89 The Black Point Inn '90 The Chatham Bars Inn '91 The Wolfeboro Inn '92 The Old Tavern At Grafton '93 The Eagle Mountain Inn '94 Cranwell '95 The Woodstock Inn '96 The Equinox '97 The Black Point Inn '98 The Sagamore Inn '99 The Wequasset Inn '00 Cranwell '01 TopNotch '02 Mt Washington '03 The Woodstock Inn '04 The Samoset Resort '05 The Sagamore Inn '06 Stoweflake Resort '07 The Equinox
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Sponsored By



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

NER 2007 Annual Dinner Gala

Copy By Win Perry, Photos By Dave Weber

As I drove up to the Andover Country Club, I was greeted by a festive and even ethereal vision by the beautifully lit rows of trees ringing their parking lots. After several successful banquets at The International, NER had selected Andover's newly renovated and expanded Canterbury Room as the venue for 2007's Annual Banquet Gala. When our members flowed into the hall, we were welcomed by the elegant, inviting setting: white linens set off by red napkins and the green of the balsam fir centerpieces, a spacious bar, and an enormous table of cheeses and crudities set on the ample dance floor. Band-leader Vic Paul was already set up and providing some holiday atmosphere from his keyboard, while we exchanged greetings and selected our libations. While we chatted and reminisced over the year's activities, waiters were circulating with an assortment of tasty appetizers. I can never turn down a bacon-wrapped scallop or a puff pastry spanokapeta.

The allotted hour of arriving and conversing around the bar passed quickly, and it was soon time to find places at the tables. The first order of business was to thank our many event sponsors. Without the help of Ira Porsche, EPE, Autobahn Performance, Firefly's, Mike's Auto Body, Conway Engineering, Randolph Racing, Bob Cohen Realty and our *Nor'easter* advertisers, the club would have fewer and far weaker activities. While enjoying a first course of clam chowder, it was time to introduce some special guests. Miriam Dunster and Ivy Leonard, President and Vice President of our sister North Country Region, were welcomed first. Then our own President, Bruce Hauben, welcomed Vu Nguyen, nation PCA Executive Director, and invited him to make a few remarks.

After this, while we were enjoying a tasty salad of greens, dried figs and pecans, NER's Executive Board was introduced. There were appreciative rounds of applause for Michelle Wang, Secretary, Bob Cohen, Treasurer, and Ron Mann, Vice President for Activities, who were concluding their terms. For 2008, there was an impressive array of talent and experience, and



Deb Avery & Michelle Wang

they lined up by the podium for a photo op: President, Bruce Hauben; Administrative Vice President, Bob Canter; Activities Vice President, Steve Ross; Treasurer, Karen Cohen; Secretary, Jill Maserian; Membership, John Bergen; *Nor'easter* Editor, Dave Weber. Following that came more food. A generous slice of Prime Rib was the most popular selection, followed by Filet of Salmon with dill sauce. Although least popular, the Chicken Avignon stuffed with crimini mushrooms, prosciutto, and sundried tomatoes looked tasty, too.

After downing the main course, Steve Ross and Ron Mann, our outgoing and incoming autocross chairs, came up to announce the 2007 class champions and to present them with inscribed rainproof jackets. This year there were sixteen class champions:



Jenn, Steve & Diane Artick



George & Cindy Markley



Don Wolcott

Tom Tate, Paul Tosi, Jack Saunders, Don Wolcott, Fran O'Day, Chris Ryan, Jon Cowan, Steve Ross, Greg Osche, Cuan Coulter, John Bergen, George Dominiak, Roger Warren, Dave Grant, Charles Stomeyer and Ron Mann. The membership had special appreciation for Jack Saunders who is out there driving at age 85! To keep the mood light (this was a party after all), and to give a break from speechmaking, the raffle was held next. There was an assortment of Porsche-

themed items: calendars, jackets, shirts, NER gift certificates, and a PCA hooded sweatshirt brought by Vu. Twenty-four lucky members had their names drawn and came up to grab their loot. After the excitement of the raffle died down, it was back to work. Laurie Jitts was brought up to the podium to introduce the Track Committee and discuss our Driver Education events for 2008. For the new year, the committee includes: Laurie Jitts,



Vu Nguyen

themed items: calendars, jackets, shirts, NER gift certificates, and a PCA hooded sweatshirt brought by Vu. Twenty-four

continued on page 22



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NY CS 5660281 12/07



2007 Autocross Series Class Winners



Suzu Ascher with Howie Finn and Maria Passe



Mark & Sigrid Schnoerr with Sharon and Dave Grant



Joe Billmaier, Charlie Learoyd & Stan Corbett



Charlie & Kathie Carchedi

Chairman; Peter Tracy, Chief Instructor; Mark Keefe, Registrar; Paul Avery, Instructor Development; Frank Bruns, Novice Development, Chris Luciano, Chief Scrutinizer; and Peter Donohoe,

Track Operations. A special round of applause and appreciation was given to outgoing Chief Instructor Steve Artick, who was then asked to present the 2007 Instructor of the Year award. This coveted trophy was won by George Bixby for his dedication to the NER track program as evidenced by his attendance at every DE, his continual willingness to accept additional students, and the extremely positive feedback the committee received from George's students.

Dessert was a puff pastry *apple en crouete* accompanied by coffee and tea. There was one last piece of business to transact: NER's club-wide awards. The first trophy, presented irregularly and only when truly deserved, was presented to Sigrid Schnoerr. Since the trophy started life as a 914 heater box (and has been imaginatively embellished by each succeeding recipient), her tremendous improvement and quick times around the cones in the 914 autocross class this year made her the obvious recipient. The Seymour Liker trophy, a bright red model Speedster, is presented to a member who has tried really hard, but for whom, things didn't always work out. This was 'won' by DE participant Fidele Cacia. It somehow seemed appropriate that Fidele hadn't quite made it to the party. The final award, the



Sigrid Schnoerr with the 914 Fresh Air Fan Award

Bob & Liz Cornell award, is presented to a member who has provided exceptional service to the club, usually over a period of many years. This year, the choice was obvious. Retiring autocross Registrar Don Wolcott was always there, and certainly was the glue of NER's autocross

program. We hope that his retirement as Registrar won't stop him from going after another class championship in 2008.

Although our business was concluded, the party was by no means over. Vic Paul's band had been keeping us entertained



A large contingent from North Country Region joined the fun whenever we weren't up at the mic talking. Now the show was his, and the dance floor filled up fast. Vic and his lovely vocalist Linda kept things (and us) moving with a wide-ranging assortment of pop, rock, disco, and swing tunes. I am pleased to report that NER partied on until being we were (graciously) kicked out by the hospitable Andover CC staff sometime after 11:00 pm.



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Porsche News

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Porsche Boxster & Cayman Do The Double

ATLANTA, December 4, 2007 – *Car and Driver Magazine's* 10Best cars sold in America and *Automobile Magazine's* All-Stars Award; titles that any automotive company would be proud to stake claim to. This year, the dynamic 2008 Porsche Boxster, Boxster S, Cayman and Cayman S have won both simultaneously. Being chosen as a winner by two separate editorial staffs who evaluate hundreds of new automobiles every year makes winning these honors even more meaningful.

Wolfgang Duerheimer, Porsche's chief engineer and member of the board of management, was on hand at the Los Angeles Auto Show to receive both awards: "The Boxster and Cayman are cars that can proudly wear the Porsche crest. From prestigious awards to winning magazine shootouts against formidable, more powerful competitors, our mid-engine sports cars continue to set the standards in their category delivering a perfect blend of practicality, performance and emotion."

Car and Driver's 10Best is compiled every year by the editorial staff based on a cars quality, performance, value and driver satisfaction. *Car and Driver* has chosen the mid-engined Porsche Boxster and Cayman as 1 of the top 10 cars made for model year 2008. If these two were in baseball they would be batting .900 as one or both of these cars have made this coveted list 9 out of the last 10 years.

Automobile Magazine All-Stars Awards are given to a very exclusive list of vehicles that rank at the top of their respective class in performance, significance and enthusiast appeal. Porsche Boxster and Cayman were selected for a list that only includes ten winners via a roundtable voting process. "The whole point of owning a sports car is to put a smile on your face. And few can do that every day as well as these sultry twins from Stuttgart," states *Automobile Magazine*.



Porsche Reports Second-Best November Sales

ATLANTA, December 3, 2007—Porsche Cars North America, Inc. (PCNA), importer and distributor of Porsche sports cars and Cayenne SUVs in the United States and Canada, today announced November sales of 2,662 units in the United States, representing the second-best November results in the U.S. and an increase of two percent over the same period last year when sales were 2,611. Year-to-date sales for Porsche in the U.S. are now 31,802, which is one percent ahead of 2006's record-breaking pace of 31,377.

Sales were led by the continuing retail momentum of Porsche's new-generation Cayenne SUV, which achieved sales of 1,232 units, representing a significant increase of 62 percent over last November sales of 762 units. Year-to-date, there were 11,293 Cayennes sold, up 17 percent over November 2006 sales of 9,631.

In addition, dealers sold 587 Porsche Approved Certified Pre-Owned cars in November vs. 485 for the same period last year.

Flying Lizard Motorsports' Van Overbeek Becomes Fifth U.S. Driver to Win Porsche Cup – World-Wide Trophy for Most Successful Porsche Privateer

ATLANTA – December 11 - Johannes van Overbeek, from San Francisco, and partner of the Flying Lizard Motorsports team based in Sonoma, Calif., has won the 2007 Porsche Cup. This is the trophy that the Porsche factory in Stuttgart, Germany, has been awarding each year since 1970 to the most successful driver of a private Porsche racing car. On the occasion of the Porsche Motorsports Night in Weissach, Germany, this past weekend, Executive Vice-President for Development Wolfgang Dürheimer presented the prize and 37,000 Euros (\$54,000) prize money to van Overbeek.

As the driver, co-founder and co-owner of the Flying Lizard Motorsports Team, Johannes van Overbeek was the runner-up in the GT2 class of the American Le Mans Series (ALMS) in a Porsche 911 GT3 RSR. Winning the races in Lime Rock, Mid Ohio and the Ten-Hour Petit Le Mans at Road Atlanta, the 34-year-old van Overbeek, together with his teammate Porsche fac-

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tory driver Jörg Bergmeister (Langenfeld, Germany), remained within striking distance of the GT2 championship until the last race of the season. He has finished fifth, seventh, and second respectively in the Porsche Cup competition over the last three years before winning the trophy for 2007. Johannes' previous experience before joining the Lizards included 38 races in the Speed TV World-Challenge, where he finished on the podium 16 times, and a third place finish overall at the 2003 Rolex 24 at Daytona.

Second place in the Porsche Cup standings went van Overbeek's Flying Lizard teammate Darren Law (USA), who received 23,000 Euros (\$33,500), while Wolf Henzler (Nürtingen, Germany), who drove for Atlanta-based Tafel Racing in ALMS, finished third and took home a check for 18,000 Euros (\$26,200). Law also accumulated points from his results driving the Brumos Porsche Riley in the Rolex Grand-Am series.

Other top 15 Porsche Cup finishers who earned their points racing in North America included Marc Besseng (Germany), who was on the winning GT team at the Rolex 24 at Daytona (seventh); Butch Leitzinger (USA), who drove the Dyson Porsche RS Spyder in ALMS (eighth - tie); Andy Wallace (England), Leitzinger's co-driver for Dyson (eighth - tie); Chris Dyson (USA), Dyson Racing Porsche RS Spyder (10th - tie); Guy Smith (England), Chris Dyson's co-driver (10th - tie); Andy Lally (USA), Rolex Grand-Am GT series with TRG Porsche 911 GT3 Cup and ALMS with Dyson Racing Porsche RS Spyder (13th); and Dirk Werner (Germany), Rolex Grand-Am GT champion for Farnbacher Loles in a Porsche 911 GT3 Cup.

Van Overbeek becomes the fifth American driver to win the Porsche Cup since its inception in 1970. Others have included Price Cobb (1994), Cort Wagner (1999), Mike Fitzgerald (2000), and Kevin Buckler (2002).

Long to Drive for Penske in 2008

In an equally exciting development for Porsche racing fans in North America, Patrick Long, the only American Porsche factory driver (from Southern California, but now living in Tampa, Florida), has been promoted to a full-time position at Penske Racing to drive the Porsche RS Spyder in the American Le Mans Series for 2008. Long, 26 years-old, has already proved his skills impressively at the wheel of the Porsche 911 GT3 RSR in Gran Turismo events, winning the GT2 Driver's Championship in the American Le Mans Series in 2005 after clinching five races and finishing as the runner-up a year later in 2006. In 2004 and 2007, Long won the 24 Hours of Le Mans (France) in a 911 GT3 RSR. This past season, Long and Jörg Bergmeister also drove the Ruby Tuesdays Alex Job Racing Porsche Crawford in Rolex Grand-Am, winning one race and finishing in the top five a number of times.

The rest of the Penske Racing Porsche RS Spyder driver lineup will be announced shortly.

On the occasion of the Motorsports Night Porsche also an-

nounced the recruitment of a new driver - British professional driver Richard Westbrook, 32, will be joining the Works Team in 2008. Among other outstanding achievements, Westbrook has proved his merits by bringing home the Championship in the Porsche-Mobil1-Supercup in both 2006 and 2007. And finishing as the runner-up in the Carrera Cup Germany 2007, winning the Carrera Cup Great Britain in 2004, and coming home second in Britain in both 2003 and 2005, this fast driver from London has already confirmed his outstanding skill at the wheel of a Porsche 911 racing car. In the 2008 season Westbrook will be reinforcing some selected customer teams in international Gran Turismo races.

Upshifting- continued from page 5

to my measurements it would fit with about 18" to spare, which would allow us to squeeze by to get to the basement.

I knew it was going to mean 1) thoroughly cleaning out the garage, and 2) moving the freezer and refrigerator to make the necessary space. As much as the garage needed a good cleaning and straightening, it was something I really didn't want to tackle. We've been in this house for 3-½ years now and the garage has become the collection point for everything that I've been too lazy to take back to the basement after use. Plus, moving the freezer and refrigerator would mean emptying them first, another time-consuming thing that I really didn't want to do, which is why the truck was living out in the snow.

So, after being shamed into it last night at our board meeting — "How can you leave that beautiful new truck out in the snow all winter?" — I took a big gulp and went to work this afternoon. And yes, I feel much better now that the garage is clean and orderly, and the freezer is clean and now has a lot more useable space after putting things back properly, *And yes*, the F350 actually fits. There is 1" between the rear bumper and the garage door and 12" in the front where we can squeeze by to get to the repositioned freezer and the basement. And yes, I can still squeeze in the snowblower and even the wheelbarrow with cordwood from the woodpile.

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contact someone, usually an officer, from most regions and get non-Porsche information about things such as hotels, eating establishments or even repair facilities in their region.

Next month I will continue my tech tips, with some repeats for those of you who have just joined in the last few years.

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Of course in the days before all this happened I had a Comcast cable box fail, necessitating a trip to one of their offices for a replacement. Typical of these types of problems, the replacement box didn't work either. When I returned to the same Comcast office I spoke with the same woman with whom I'd previously dealt. She of course first questioned whether or not I'd done something wrong to create the problem (the fact that everything had worked fine for years didn't prevent her line of questioning). Then after consulting her computer she informed me that I was at the wrong office and should in fact be dealing with the Newburyport office (which is a good ten miles further from my house). She hadn't surfaced that problem a week earlier I noted. She completed the transaction, provided me with the second replacement box and sent me on my way, stating that I'd likely have problems with the station listings when I connected the box (I didn't!).

For grins I contacted Comcast customer service via the phone to inquire as to which office I should visit when problems occur. They checked and determined that my first stop should be the Haverhill office (the one I had in fact visited), and that the Newburyport office was the fifth priority office I should contact. I can't wait to show up in Haverhill in a couple of days with six cable boxes and an internet modem. I'm sure I'll get the same woman in Haverhill, and I'll take some delight in canceling our service – even if it takes awhile to complete all the paperwork.

Winter driving is never fun. I for sure didn't have any fun driving home from work during our first major storm in December. I took only back roads home from Gloucester to avoid Route 128 which by that time was already moving at a snail's pace. Route 133 was largely empty of vehicles but was barely plowed. I soon found myself driving by following the tail lights of vehicles in

front of me. My wiper blades were freezing up every few miles and while I stopped several times to clean them, I still found myself driving mile after mile barely able to see where I was going. By the time I turned into our driveway my heart beat was noticeably faster as I was very nervous. The trip only took an extra hour to complete, but it was physically and mentally draining, I don't think I've ever been so uncomfortable on the road.

That storm plus the one that followed on Sunday were huge pains to clean

up after. I think I've spent a good six hours dealing with the piles of snow and ice. Even though I spent lots of time trying to scrape off all the snow, our driveway is still a skating rink. Our local Fed Ex driver spent ten minutes spinning his van wheels trying to escape our driveway, the fuel oil driver stopped well short and ran his hose out a lot longer to avoid getting stuck, and the UPS driver walks in to drop off packages. And winter has only just started!

Minutes - continued from page 8

dismay. John and Win again have submitted their columns in advance of the deadline.

Webmaster Matthew reported that the Internet service provider fixed some server issues that had caused some problems with editing the files. He is working on getting the Goodie Store back up as well as the Mart. The discussion turned to pricing for banner ads and Susana Weber volunteered to serve as interim/temporary/acting Ad Manager.

Michelle reported that she has four more volunteers to help out with the 50th. The committee will meet in February; date and location TBA. Michelle has been researching possible speakers, and Susana also noted the need for Southcoast participation and volunteers. Dave was kind enough to share a copy of the first ever *Nor'easter*, from 1958. This will be scanned and eventually available online.

Finally, it was decided that the next meeting of the board would be on Sunday Jan 13th at 10:00 am at the Weber's. Having no further business to discuss, this meeting was adjourned at 9:01 pm.

Four Speeds - continued from page 6

evicted the family of mice from the glovebox, but nothing would bring it back to life. The good news is that the plow is electric so I was able to raise it for the short tow over to a local repair shop. Their guys are all over it, so far with no solution but, with a storm looming, they offered to plow my driveway for free until it's fixed. That sounds like a good deal but I rather be able to do it myself and not have to peer out the window on a Sunday morning waiting for the plow to show up. The good news is that it's just a mechanical device and if enough parts get replaced, and the right ones, it will eventually spring back to life. Same as an old Porsche — just replace enough parts and off you go; I've been doing that for years. I just hope that it gets done before it's time to park it back in the woods. KTF



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Membership

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

NOR'EASTER Editor

Dave Weber
PO Box 409, W. Boxford, MA 01885
Home: 978-352-6601, email: david.weber1@verizon.net

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81 Summer St, Franklin, MA 02038
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Ron Mann
105 Ridge St, Concord, MA 01742
Home: 781-442-0306 email: rjmann@yahoo.com

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Home: 508-653-1695 email: slr944@aol.com

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William Prince
Boston MA
'04 Carrera 4S

Chuck Steinhauser
Christine Steinhauser
Westford MA
'07 911

John Striano
Mary Striano
Norwell MA
'07 911

Bob Swanson
Natick MA
'01 Boxster

Matthew Tuller
Newton MA
'94 993

Thomas Wallace
Andrew Wallace
Mattapoisett MA
'99 911

Transfers In

Gregory Brown
Grantham, NH
From: CVR
'74 911 RED
'95 993 RSR
'85 930
'02 996

Matthew Erdner
Middletown, RI
From: Monterey Bay
'78 911 Carrera

**Please send address
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NER Membership Chair
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