



**Up-Tweaking Der Porsche II  
Polo & Porsches @ Myopia Hunt Club Polo Grounds  
Essex River Cruise**

# THE NOR'EASTER

08 JULY 2008 JULY 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)

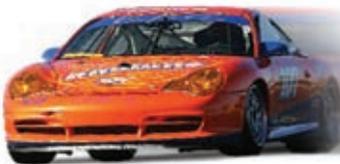


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**Event:** The Big Move is complete!

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## COVER



**Cover Photo**  
Mike and Barbara Noonan's Viper Green 914.6... #61 at the Zone 1 48 Hours @ the Glen. Photo by Susana Weber.

The NOR'EASTER (ISSN-0199-4425) is published monthly for an annual fee of \$15.00 by the Porsche Club of America, Northeast Region at PO Box 409, West Boxford, MA 01885. Periodicals postage paid at West Boxford, MA and at additional mailing offices.

**Postmaster:** Send address changes to:  
**The NOR'EASTER**  
PO Box 409

West Boxford, MA 01885

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equivalent. All advertising inquiries and all advertising copy should be submitted to: Susana Weber, PO Box 409, W. Boxford, MA 01885, Phone 978-352-6601 (business hours please). All checks payable to NER/PCA

**Advertising Rates**  
Full page - \$104/issue  
Inside front & back cover, full pg. - \$144/issue  
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# Out In The Passing Lane

Dave Weber



As I write this column, I'm in my office in Gloucester beginning my 41<sup>st</sup> year of working in a corporate environment. If you'd have asked me 40 years ago, when I was graduating from Ohio State, whether or not I thought I'd accumulate 40 years of service with essentially one employer I doubt I'd have said yes. But in those days it was more typical to stay with the same company than it seems to be these days. At the time I suppose I was attracted to General Mills portfolio of employee benefits like healthcare coverage, but I doubt I gave much thought to the pension plan program, something I came to really value over the next 40 years.

The college graduates I hire these days fully expect to work for a number of companies during their careers, some planning to change jobs every five or six years, and desirous of working for companies that sell products consistent with their lifestyles. Pension plans have almost no value to them, as they likely will not stick around long enough to become vested. And certainly they

***Finally I've advised the current region board that I plan on stepping down as NOR'EASTER editor at the end of 2009.***

do not expect to celebrate 40 years of service. I suspect they wonder what possesses us 'baby boomers' to hang in with one employer for so long. They do, however, envy my 34 days of vacation each year, a level they'll reach only if they start-up their own company.

I was fortunate enough to be offered a full-time job with General Mills prior to the start of my senior year in college, having worked as a summer intern in their Lancaster, Ohio snack plant. I kid my younger staff members that I've never had to fill out a resume, or go through the interviewing process. I went straight to work right after graduation, which is also unusual these days. I was very fortunate to meet Susana approximately four months later, dramatically improving my social life in the process. We'll celebrate 41 of marriage next March, also increasingly rare these days.

A year or so later we purchased a Boss 302 Mustang; I've referred to that car in previous columns as one I wish I'd not sold in '72. Since then I'd never driven a Mustang, so my recollections were

that they were fast and sporty. A couple of weeks ago while on a business trip I rented a car from Hertz, and they put me in a new Mustang GT. I'd like to say the driving experience rekindled my lust for Mustangs, but such was not the case. The driving experience was disappointing, with deadened steering, cheap-looking interior finishes, and uncomfortable seats. Some of the aftermarket tuners probably turn the new Mustang into a real performer, but the stock product certainly isn't. I'll not be rushing out to place an order for a new Mustang any time soon.

By the time you read this column we'll have ventured off to Watkins Glen for our first driver education event of the year. I'm sure we'll have a great time on the track, but I don't look forward to the drive out to the Glen and back. The trip itself is boring, and now the economics are ridiculous. We'll spend over \$400 for diesel fuel, plus almost \$100 in tolls for the round trip. Add that to the \$500 entry fee for the two of us, plus \$700 for race gas, and another \$500 or so for room and meals and, as they say, we're talking "real money." Not counting the annual service costs for the truck, trailer and racecars, or the annual tire bill, the costs above work out to about \$20 per lap. We'll need to have lots of fun (which we'll in fact have☺)!

In the process of getting ready for this trip I had to venture down Route 128 to Natick one morning at rush hour. I don't know how those of you who travel that highway put up with the near constant traffic backups that occur during each morning and evening commute. There was absolutely nothing going on to cause me to come to complete stops every quarter mile or so, other than the low rises in the road that seem to result in cars slowing because their drivers cannot maintain a constant speed. What should have been at most a 50-minute trip took nearly an hour and 45 minutes. I'd go crazy if I was on that stretch of road every day. My sympathy to those of you who do deal with it each day.

Finally I've advised the current region board that I plan on stepping down as NOR'EASTER editor at the end of 2009. By then I'll have been a PCA region editor for 25 years, which seems like a reasonable point to step aside for someone else to

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# Upshifting

Bruce Hauben



I find it interesting how we all have a “provincial” streak within us, whether we want to or not; yours truly included. More and more our personal rat race consumes us and our time and I think that makes us more internal, causes us to view only our own little piece of the World and time. Long gone are the days when we’d visit a friend or relative by knocking on their door unannounced and be welcomed with open arms. If we tried that today either we’d find an empty house, be asked to return another day, or be “welcomed” in – painfully - with a big gulp in their throat.

Do you think to a large degree it’s because we have so many more choices of things to do in our lives than we did 50 years ago? I also believe that while our “electronics” age has helped us in so many ways, and made so many things far easier, it has also consumed more of our time, and in a backhanded way made some aspects of life more complicated. GPS units; computers; Ipods; DVRs; digital cameras; cell phones that play music, take pictures, provide PDA functions, have email

## ***Remember those days when we’d get into our car, turn the key, and drive off: nice and simple and quick, wasn’t it?***

capabilities etc. etc. For most benefits there is a downside consuming time.

Before digital cameras I’d shoot a roll of film, mail it off to be developed and get back my pictures glossy or matte finished. Now I have to upload shots to my computer, play with Photoshop for hours, use up a box of picture quality paper trying to get a good quality print, all so time consuming that I don’t do it. Remember (those of you old enough to remember) when we used to call a travel agency or an airline directly to book a flight as that was the only way to get it done? We’d tell the agent when and where we wanted to go and that was it. Now that we do that ourselves via our internet connection it takes far longer, for me at least. First I research which airlines fly the route I want, then find the best times and price for my trip and then decide if my second or third choice for flight times is worth the inconvenience to use accumulated miles on a particular airline, and if so, then I have to see if there are mileage seats available. Or I may decide that the “cash” price on my mileage or other airline is so low that I do not

want to use miles for the flight. Having gotten through those steps, I may then view available seats on the flights selected and find that only middle ones are left so I have to start the entire process over. Very time consuming but bottom line is *I Love It*.

Remember those days when we’d get into our car, turn the key and drive off: nice and simple and quick, wasn’t it? Now I get in the car and press the seat and mirror memory button and wait for the motors to put me in my preferred diving position. But I can’t start the engine yet as I still have to program my destination into the GPS unit, and wait a minute while I plug my Ipod into the auxiliary jack on the dash. Oh, I almost forgot to set the radar detector to the desired mode, and my cell phone battery is low so I have to plug it into the 12 V charger. All time consuming but *I Love It*.

Are you old enough to remember those days before Home Depot, Staples and other “box” stores? When we needed a new chain saw or gas hedge trimmer all it required was a trip to the local – in your town – hardware store. Now I have to first check out Consumer Reports on the internet and see what they recommend. As many of their tests are for “homeowner” caliber tools which I often find to be less than I really

want, I have to hit the other test, chat and blog sites to find out which brand and model I’m really going to buy, and part of that research involves where the tool has to go when it needs to be repaired. Finally, there is the research for the best price, all very time consuming but *I Love It*.

But I digress so let me get back to our inherent provincial nature. We all have known that practically every other country in the World pays far more for fuels than we do, the few exceptions being Middle Eastern oil producing countries. So I figure that as our fuel prices have been going through the roof, the prices in other countries have also, but what the heck, those people are accustomed to high fuel prices so no big deal. Right?? Wrong!!!

Truckers in Spain slowed their delivery of fuel and blocked many roads into Barcelona and at their borders with other EU countries in protest of the high fuel prices; diesel was selling at the equivalent of \$7.35/gallon. As a result 15% of Madrid’s gas stations ran out of fuel and 40% of

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# Four Speeds & Drum Brakes

Tom Tate



You would think that those of us that play with cars would be sensitive to the rising cost of gasoline. From all indications, that's not true. I'd guess that it's the same as a skier facing higher-priced lift tickets or a dressage rider finding the price of feed going up. You just do what you have to do to keep enjoying your chosen sport.

When we were younger the cost of a gallon of gas certainly figured into our daily budget, but in a different way than it does today. I know this is going to sound like the dark ages, but when I was peddling my first VW Beetle around while in college there was no such thing as a credit card. Think about that for a minute. If you were going to buy anything from a candy bar to a dinner to a tank of gas, you had to have the cash in your pocket. I grant you that it would've been less cash than today, but you still needed cash.

There were no ATMs, and no gas station would take a check. With gas in the 30–45 cent range, I can remember taking out the bottom of the back seat in the Beetle, looking for change.

***We even had stickers to put in the back windows of the 914's that said "Save Gas in Style." I guess we just liked to rub it in back in those days.***

My bug was a '58, and didn't come with a gas gauge. What we had was a reserve tank and a lever inside the passenger compartment to access it. Actually there was a turned up rod that went through the firewall just above the gas pedal that went to the fuelcock at the bottom of the gas tank. When the engine started to sputter as it ran out of gas, all the driver had to do was push the lever to the right with their foot and the gas began to flow from the reserve tank. To say that it had a reserve tank is to give VW way too much credit. The gas line coming from the bottom of the tank had two outlets. The hole at the top supplied fuel from the "regular" tank; the one at the bottom got fuel from the "reserve" tank. To read the owner's manual, a new owner would believe there was one regular tank and a separate reserve tank.

By just keeping track of the odometer, the driver could easily avoid using the reserve. The VWs didn't have a trip odometer; that was reserved for the really expensive cars like Porsches. With

nothing but a Sapphire AM radio that wasn't much good outside the city limits, there wasn't much else to do but math problems in your head anyway. Even driving like a teenager the Beetle would get 30 mpg, so a tank of gas was good for a week of racing about. On a trip from Florida to Maryland following my brother, who was towing a U-haul trailer behind a '59 Bonneville, the bug got over 50 mpg. Somehow that didn't seem important at the time.

By the time the first gas crunch was upon us in 1973, I was working at a Porsche+Audi dealership in Boston. The worst Audi we sold got 30 mpg, and every day Oldsmobiles and Caddys would roll into the lot looking to trade. With so much Detroit iron being traded, it wasn't long before the wholesalers stopped bidding. When asked the value of a trade, we just asked the owner how much gas was in it or how much it weighed. And that was when gas had just broken through \$1.00.

We even had stickers to put in the back windows of the 914s that said "Save Gas in Style." I guess we just liked to rub it in back in those days.

Reading an article recently about the pressure that gas prices have brought upon owners to trade for a more efficient ride, I sat down to do a little math of my own. Using the national average of 12,000 miles per year, I calculated the difference between a car that got 20 mpg and an SUV that got 15 mpg. It turns out that the difference translates into one Mint Mocha Chip Frappuccino with a Doubleshot each day at Starbucks. About \$25 per week. Just think, if you gave up those coffee breaks you could keep driving those SUVs. Besides, their trade-in value has dropped like an anvil in a swamp, and it's too big to use as a doghouse. Looking at the difference between a conventional gas model and a hybrid, the trade-in logic is even harder to follow. Given the price difference in the Toyota Corolla line, a new owner would have to drive over 185,000 miles to recover the premium paid for the hybrid. But they keep adding their name to the waiting list. Why not just go buy a good used 914 or 356, have some fun, and save gas too? You won't have to tie up your retirement funds to do it either.

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# Around The Cones

Steve Ross



By the time you read this column, our second autocross of the season will be history. If the weather holds as it did for the first one, we may again see close to 80 participants, including almost 25 first-timers. The weather did not hold for the annual German Car Day at the Larz Anderson Museum of Transportation, but those who waited for the rains to subside had a great time. Almost 100 cars showed for the event — check out John Bergen’s pictures of the event elsewhere in this issue. Driver Education events at Mont-Tremblant and Calabogie will also be history. The former has been sold out for a few weeks already, and the latter has three regions supporting it, so look for a substantial turnout.

This month I decided to write about some of the stupid things I have done in my lifetime as it relates to cars. Some were my fault, some were bad luck, and some were the ‘s\*\*\* happens’ variety. In the lucky category was my drivers’ test for my license when I was 16. The test itself went well. I did my requisite three-point turn on a hill

## ***Just before my Porsche days I had a pair of Fiat 124 Sports Spyders, the last cars on which I did any substantial amount of work.***

(probably the first and last one), navigated some turns near the courthouse where the tests were given, and gave some hand signals (another lost art today). Then the inspector said to pull over to the curb where he pointed. I asked, “Are you sure?” and he said, “Yes” as I pulled up right next to a fire hydrant and stopped, thinking I had been tricked. I breathed a sigh of relief as he handed my license and told me to drive safely.

Next up was a day that I was in my parents’ ‘66 Ford Galaxie convertible going to a ballpark when by some miracle I caught something shiny at eye level in front of me just in time to stop short of a chain strung across the access at windshield level; really close call here. A couple of years later in the folks newer ‘68 Ford convertible, I was turning down a side street a short distance from home on a snow-covered road when the front end lost traction (snow tires were for the rear of cars in those days) and mowed over a young sapling. Sheepishly I backed up, watched as it fortunately sprang back up, and beat a hasty

retreat. Ironically, I go by this same tree every now and then — now almost 6 inches in diameter — and see it’s tilting posture. Fast-forward a few years, and I was driving my own ‘66 mustang convertible, again in the winter. This time I had my first accident as the front end skidded into a nice, solid stone wall and crunched the right front fender good. Unfortunately, a poor repair job caused some severe rusting of that portion of the car, and I sold it soon after.

Just before my Porsche days I had a pair of Fiat 124 Sport Spyders, the last cars on which I did any substantial amount of work (and boy, did they need it). Anyway, the first one needed an engine rebuild so, with the help of a fellow sports car owner who had done many British engines, we stripped down the engine and refurbished the various components over a winter. Spring came and the engine was back in the car (thanks to a chain fall hung from a tree) and the moment of truth was at hand. Magically it started right up and ran like a top, but there was a loud tapping

noise inside the front of the engine. I shut it right off and tried to figure why this freshly redone engine should have noises. No luck, so I went to the machine shop that did the head work and asked them to drop over and listen. They were at a loss too, so I went to the Fiat dealer where I purchased

the parts and asked one of the mechanics (that’s what they were called back then). He asked if I had lined up all the timing belt pulleys. I said that I thought I had, except for the fuel pump cam, which I thought was extraneous due to the substitution of an electric pump in the trunk. Then it hit me that even though the cam was not operating the pump, it still rotated. The tall end of the cam eccentric was tapping something in a rhythmic pattern, notably the piston as it came in contact with the cam. A simple reorientation of the pump cam fixed the problem post haste; another bullet dodged.

Now into my Porsche days, my second one was an ‘84 944, to which I fitted a neat, smaller Momo steering wheel that I had picked up at a swap meet. It bolted right up and the adapter spaced it perfectly so that I could reach it easily; seemed just right. The next day I took a trip to the north shore to go boating with a friend, a trip of maybe 90 miles back and forth. Well, within a quarter-

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# Minutes Of The Board

Jill Maserian- June 11th, 2008 Board Meeting



The June 11<sup>th</sup> NER board meeting hosted by Bob and Karen Cohen was called to order promptly at 7:35. In attendance were Susanna Weber, Karen Cohen, Chris Ryan, Joyce Brinton, Dave Weber, Bob Cohen, Matthew Wallis, Steve Ross and Bruce Hauben. Steve Ross reported on the upcoming PorscheFest concours at the Museum of Transportation, scheduled for Saturday, September 6<sup>th</sup>. Steve said that he was in discussions with a potential new sponsor for the event. Tyler, who is involved with business development at the MOT, will be meeting with Steve during German Car Day to further discuss details of PorscheFest. We discussed donating \$7.00 per person from our PorscheFest concours event to the MOT. Steve went on to report that he did not expect to receive sponsorship from the dealer, Prime Porsche, for the NER concours

It was reported that the first autocross of the year had 80 cars in attendance, with exceptionally nice weather for the event. With 30 novices in attendance, it was a great day to initiate new people to the joys of competitive autocrossing. Our ace course designer, Ron Mann, laid out a long course for the novices to test out their new skills. The day had a few snags related to some slowdowns in registration, which should be resolved for our second event. Results of the event will be posted elsewhere in this addition of the NOR'EASTER and on Porschenet.com. Bill Seymour is heading up a small autocross subcommittee to clarify some of the rules, including a change specifying that each person can only run one car per day, unless there is a breakdown. Lengthy discussion of autocross rules took place, with the general consensus that our autocross committee will resolve any potential issues.

DE report — The BBQ at the Watkins Glen event is in question due to the high cost of putting on this dinner. It was suggested that we charge DE students for the cost of the BBQ, but Firefly's, the sponsor of the event, does not encourage this idea. Our Mont-Tremblant driver education event is totally sold out with no plans of setting up a waiting list. Bookings for the Watkins Glen driver education event are ahead of last year. Still plenty of space available for our New Jersey Motorsports Park DE event, a great opportunity to try out a new track. It is not too early to register; instructors are needed and are encouraged to register as early as possible so our DE registrar knows how many novices can sign up. The issue of members for

the 2009 track committee came up. Track Chair candidates were discussed. If anyone is interested in serving on the 2009 track committee, please contact any member of the board. Dave Weber brought up an interesting idea that specific track events could have a group of people that are specifically assigned to run an individual event. This event specific committee would reduce the workload of a single track committee, which currently is responsible for all of the season's events.

Activities Report — Chris Ryan reported in Bob Canter's absence that 45 people attended the Collings Foundation event. A tech session at European Performance Engineering (EPE) is scheduled for July 26<sup>th</sup>. The tech session at EPE will include a tour of the new facility located on Route 135 in Natick. Chris reported that the Polo & Porsches event at Myopia Hunt Club on Sunday, August 24<sup>th</sup> had only seven people signed up so far, with many more expected. A space will be set aside for NER members for some tailgating activities. September 21<sup>st</sup> is the proposed date for the Essex River cruise. October 12<sup>th</sup> was proposed as the date for a trip to Battleship Cove in Fall River. Potentially a tour could originate at Prime Porsche in Westwood, and then continue on to Fall River. This is being considered as a combination Fall Tour/meeting destination. A group administration rate of \$12 per person has been negotiated with Battleship Cove — more details to follow. Nothing is planned to date for a November meeting, but the potential of holding an auction at the MOT was discussed. Deposits have been received for the December 6<sup>th</sup> Annual Dinner at Oakley Country Club.

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## Happy PCA Anniversary

### Twenty Years

Carl Cohen

### Ten Years

Henry Dormitzer  
Brian Horvitz  
Gregg Jaros  
Michael Jay  
Georges Rouhart  
Carol Russell  
William Tausig

### Five Years

William Barbieri  
David Kull  
Charles Langlois  
Geoffrey Malo  
Randy Prescilla  
Mark Prestage  
Jonathan Savage  
Brian Vatcher

# Double Clutching

Bob Canter



Well summer is finally here, and I actually have the opportunity to write about something that I have done recently, related to my car, other than the changes and the money I have spent getting ready for the season. At the time of this writing I have participated in two autocross events and one DE event. To me this is what it is all about — the opportunity to enjoy what I enjoy most, which is driving my Porsche. It doesn't matter if it is on a weekend day to take a drive to destinations unknown, waking up on a weekday to the hope the sun is out so I can drive the Porsche to work, or looking forward to the next autocross and DE event.

I can never really explain even to myself why, at age 54, every time I get behind the wheel of my 911 a childish joy overwhelms me as I turn the key and hear that engine jump to life. I remember what I used to think during that 13-year period between the time I sold my 914 in 1990 and bought the 911 in 2003, when I would see somebody else driving a Porsche and jealously

***I can never really explain even to myself why, at age 54, every time I get behind the wheel of my 911 a childish joy overwhelms me.***

stare at them as they drove by, wishing that were me driving that car. I can't tell you what a cheap thrill I get from situations like the one two weeks ago when I had come to a stop light in Boston. A guy walking with his girlfriend was crossing in front of me when he turned to me and said "nice ride." Of course I smiled and just said, "Thanks" but internally my ego took two leaps forward.

There was the time when I had parked in a parking space to go into a dry-cleaner to pick up my clothes and, as I was getting back into my car, a guy in a white van pulled up behind me, blocking my exit. At first I didn't have a clue what he was doing and, for whatever reason, I was expecting the worst when he got out of his van. Instead he walked directly to me, proceeded to tell me how much he loved the car, then spent the next 20 minutes asking me every conceivable question about the car and telling me how he hoped to get one himself one day.

This past week I was on the expressway in stop-and-go traffic when a guy in a truck looked over

at me, pointed at the car and gave me a 'thumbs up.'

One of the funniest moments came when a woman who had to be in her eighties saw me standing by the car, struck up a conversation by asking what year it was, then dazzled me with her knowledge of Porsches. The best part, though, came at the end of the conversation she finished by telling me she was actually a Mercedes fan. I'm sure that all of you who are reading this article could relate multiple stories of your own of when someone, for some unknown reason, felt compelled to express his/her admiration for what we are driving. I can't speak for the rest of you and how you feel about that, but I know, speaking for myself, that when it happens I can't help but smile about driving the car that I am. I myself the primary reason is that it's about the handling and the performance, which is true, but there are also days when someone makes some positive comment to me and I just feel lucky that I have the opportunity to be driving a Porsche.

A very interesting thing has happened this year in autocross. I guess the competition between my arch nemesis Chris Ryan (who is actually is one of my closest friends) and me is starting to get noticed by others who autocross. It's not unusual now for people to come up to us and inquire who is leading whom at any one point during the day. In fact, I've had a few people come up to me and comment that they just might have to get themselves a car that would qualify for our bracket (P7) so they too can become part of the competition. I can't tell you how much fun this has become. In the first NER autocross of the 2008 season we actually had fifteen people racing in our bracket, which outnumbered all the other Porsche brackets. Many of them were first-time autocrossers, and their times reflected that fact, but I can only hope they truly enjoyed themselves and will continue to show up for every event. If you happen to be one of those first-time autocrossers reading this article I can assure you, speaking from experience, that if you continue to show up it will not be long before you are in the hunt for first place. Experience breeds better times as you come to realize that it is never a question of the limits of the car, but rather the limits you place on yourself that determine how fast you can go.

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# Flat Sixer

John Bergen



The end of May and early June proved to be very busy on a personal level as well as on a Porsche level.

On a personal level, my family mourned the passing of my wife's mother, Dorothy Medeiros, or Deiros as we use to call her. She was a young 76 and very active. For the past 17 years that I have known her, Deiros was constantly on the go.

She was an avid birder and traveled all over the world with an elder-hostel group. Some of the places she visited are: Antarctica, Chile, China, Egypt, Galapagos Islands, Mexico, Russia and Venezuela, to name a few. Deiros also visited many of the states in the lower 48 as well as Alaska.

Deiros was also into cross-country skiing. She had another group of friends with whom she would head up to the White or Green Mountains during the winter season. She always had her binoculars handy, of course, in the hope that a rare bird might be spotted during a skiing trip.

It was great that Deiros was able to enjoy her life

***I reminded them that if we were to take the Porsche that we wouldn't have room for anything else; well maybe our toothbrushes . . .***

to the fullest in those 17 years that I knew her. Prior to that she was busy in a different way, raising eight kids with two sets of twins. She once had five, yes five, kids in diapers at the same time. And I am talking the cloth kind that Deiros would wash by hand. We are really going to miss her. Rest in Peace Deiros.

Now let's move on to the lighter topic of Porsche events. Last month I mentioned that I would provide more information on the 2008 Ramble. If you examine the cover of the June issue of the *NOR'EASTER* you will notice that you can see snow in the background of the picture.

This year's Ramble was going to be a family ramble for us. Dylan and Sean were joining Dot and I on their first run with the Porsches. While the boys are fairly small, they're not small enough to allow for us to fit luggage and passengers in the Porsche. We contemplated taking two cars but quickly ruled that out since we would be driving at night and in an unknown area, two things that Dot is not crazy about.

I made the executive decision to take the 335i, which of course bummed out the boys to no end. I reminded them that if we were to take the Porsche that we wouldn't have room for anything else; well maybe our toothbrushes and some clean socks but that would be it. Being boys, they didn't see a problem with wearing the same clothes for a few days.

Luckily I was able to convince them that we'd all be much happier and comfortable riding in the BMW for five hours. Plus, the BMW has a great sound system for listening to books on tape and Dot had picked up five books to take with us — a few Stephen King novels and a couple of Spencer novels. These would help pass the time quickly.

My plan had been to get out of work early — sound familiar? — and get on the road by 6:00 pm. Of course, I didn't actually get home until close to 6:00, and no one was ready anyway. Dot hadn't had time to feed the kids, and there was still packing to do. So while she whipped up a quick meal for us all, I went to work packing the car. By the time we hit the road it was close to 7:00 pm.

On the bright side, we were almost assured that rush-hour traffic would be almost over and, since we all had a quick bite to eat, it wouldn't be necessary to stop for food. From

Walpole my GPS wanted to take me through the heart of Boston on 93 North; it took me all of two seconds to ignore its advice. Instead I snaked my way along back roads through Westwood to eventually get to 128 North.

The traffic on 128 wasn't too bad, a bit congested but it was moving along smartly. The GPS system recalculated our route and gave us an estimated arrival time of 11:50pm. "Wow," I thought to myself, "That's late," and that estimate is providing that we can average the speed limit the whole way there, which isn't always a given in our neck of the woods.

My first big decision arrived when we got close to Burlington, MA; do we take Route 3 North or do we keep going on 128 until Route 93 North? Decisions, decisions. Fortunately I noticed as we were approaching the exit for Route 3 that traffic further along on 93 was stopped! Yes, stopped! I was able to get off of 128 and onto 3 North without any issues.

*continued on page 38*

# In The Pits

Laurie Jitts



This month's column promises to be a short one, primarily because I am currently on the road to San Antonio, and secondarily because there is not a lot of DE-related news since our last edition. As many of you are already aware, my wife and I have made the decision to leave behind our life in Boston and make the move to Texas. Amy has already started her new job and has taken up residence in the South, whereas I have made the choice to see the summer out in the Northeast and wait until after the Targa Newfoundland before making my final move. In the meantime, however, there has been much to do that has distracted me from my usual pursuits at this time of the year. In the last month I have made three flights to SA, looked at what seems like dozens of houses, and then located and purchased the perfect new home. It's a long way from our Boston townhouse but does have 4 garages and a couple of acres around it for me to build more as needed — what else does a true motorhead need? Anyway, today I am in Virginia

***As many of you are already aware, my wife and I have made the decision to leave behind our life in Boston and make the move to Texas.***

at the end of day one of a 4,000-plus-mile drive to deliver our two dogs. One of our dogs, Jezebel, is now 17 years old and we just couldn't bring ourselves to put her on an airplane, so here I am in some sleazy hotel watching two dogs pacing around after spending 14 hours in the back of the Cayenne. Oh, the things we will do for family!

What seems like an eternity ago, on May 21<sup>st</sup>, we held our inaugural Instructor Coaching Clinic in conjunction with the team from Bertil Roos Racing School and a simultaneous Advanced DE at New Hampshire Motor Speedway. The event was co-promoted with our friends from North Country Region (NCR) and, as is always the case for our events at Loudon, Ira Porsche was our sponsor. I probably do not mention enough how much we appreciate Ira's continued support of our events, so let me take the time to do so here. Chris Husband and his crew at Ira are great people to deal with, as I know from multiple experiences. Any of you in need of a new Porsche or even service on your existing Porsche should make them your

first port of call. Don't forget to mention your affiliation with Northeast Region.

The event itself was held on a perfect spring day with roughly 80 drivers, and I think I can safely say that everybody got something out of it. For the instructors undertaking the Coaching Clinic the day was filled with a variety of activities, including class time with Dennis discussing his experiences as an instructor with the racing school, time with the Bertil Roos instructors on track talking through how they might teach the line, standing trackside as the Advanced groups circulated, while learning what can be learned from outside observation, and later practicing our new skills one-on-one with our fellow instructors. For me, the highlight of the day (other than the chance to get my GT3 out on the track for the first time this year) was a track walk with Dennis after we had closed the circuit. Dennis' perspective, insight and powers of observation can only be described as extraordinary. I am also ashamed to admit that this was the first time I had ever

actually walked NHMS and doing so proved a revelation. Walking the track enables you to see camber, surface changes and nuances of the track that you simply cannot see from the car. Knowing the details helps you understand when you can really push, and when you should hold back. For most

events we offer this opportunity at the end of the first day. I'll make an effort to announce when this is being done, and I encourage all levels to join.

While this was going on, our solo drivers from the Black, White and Blue run groups also got a chance to drive multiple runs on the technical and complicated circuit that makes up the road-course at Loudon. I am pleased to report that the day was incident-free and that, by all accounts, the participants behaved themselves completely and had fun. I have to make a special mention of the efforts of Stan Corbett and Joe Billmaier for their sterling efforts in helping with registration, control and track operations throughout the day, thus freeing the rest of us to undertake the clinic. Without help like theirs there would be no Driver Education events, and I cannot express enough how much we should all appreciate selfless contributors such as these guys. Thanks also to everybody else who helped out throughout the

*continued on page 36*

## Calendar At A Glance

### July

7-9 Driver Education @  
Mont Tremblant  
11-13 Driver Education @  
Calabogie  
12 Autocross #2 @ Fort Devens  
20 NCR New London Car Show  
23-24 Driver Education @  
Watkins Glen  
26 Tech Topics @ EPE

### August

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

### September

4 Driver Education @ NHIS  
6 PorscheFest @ Larz  
Anderson Auto Museum  
21 Essex River Cruise

### October

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

### December

6 Annual Dinner

### February - 2009

7 50th Anniversary Dinner

## Autocross #2 - Hot Times At Devens Sunday, July 12th

Northeast Region Cone Killers will be shifting up into second on Saturday, July 12th at the crown jewel of autocrossing here in the Northeast, Moore Airfield on the former Fort Devens. Like all our events, AX Number 2 will feature speeds ranging up to 65 MPH on a course guaranteed to be over a mile and a quarter long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche and one non-Porsche classes. The events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport.

Beyond the thrill of competing with others in as many as 8 individually timed runs, this year we've relaxed our passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$30 as a PCA member.

Our sponsor for this event is FireFly's, purveyors of some of the finest Bar-b-que you'll ever taste anywhere. Not only does owner Steve Uliss have a passion for great food, but he's got a passion for Porsche's as well. Steve attended our school this spring and intends to be a regular at our events this year. Frankly, the man certainly has the right idea. It's almost impossible to imagine a day better spent than smoking up a few tires out at Devens followed up some of Steve's smokin baby backs with his awesome Beelzebar sauce. FireFly's has three locations in Framingham, Marlborough and Quincy.

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

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

### **Directions to Fort Devens**

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



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2008 NER DRIVERS EDUCATION EVENT

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**July 23 & 24, 2008**

**Registration Opened March 1, 2008**

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

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

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

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

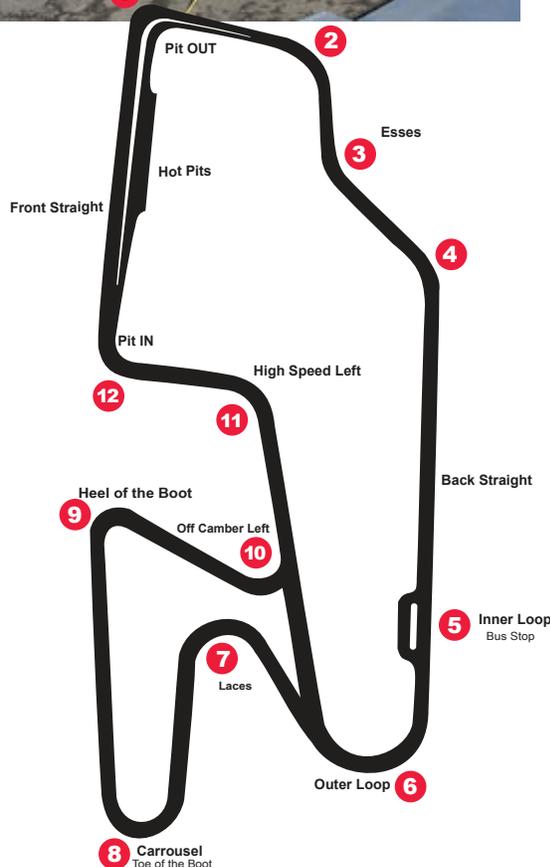
Go to our web site, [www.porschenet.com](http://www.porschenet.com) and refer to Driver Education and Registration Info. You will be guided to register online with ClubRegistration.net. Pricing as follows:

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

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

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

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



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## Up-Tweaking Der Porsche II - Hosted By Saturday, July 26th - Starting @ 10:00 AM



NER will be holding a Tech Topics meeting hosted by European Performance Engineering in Natick on Saturday July 26<sup>th</sup>. EPE has been specializing in Porsche repair and modifications since the mid-eighties, and has been an active sponsor of NER and our activities for many years. Owner Jerry Pellegrino and his team are some of the most knowledgeable Porsche people in the area. They will be on hand to host this event at their new (June 2008) facility, and provide expert insight on all the things you can do to make your Porsche do even more of what you want, now that you have become bitten by the autocross or DE bug. Come prepared to learn more about how corner balancing, wheel alignment, bigger brakes, and other makeovers can help your Porsche do more of what you want it to do at the track. In addition to years of experience in building and servicing club racing cars, EPE also provides expert service for street cars. Jerry and his team will be on hand to answer questions covering minor tweaks to major race modifications.

Plan to arrive by 10:00 am on Saturday, July 26<sup>th</sup>. The session will last about two hours, and we'll provide the refreshments.

We'd like to get a headcount of attendees prior to this event. Please register by e-mail, or by using the mail-in form below; registration requests should be received no later than July 18<sup>th</sup>.

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

Address \_\_\_\_\_ City/State/ZIP \_\_\_\_\_ Email: \_\_\_\_\_

### Pre-register for this event by July 18<sup>th</sup>; e-mail or send form to:

Chris Ryan, 28 Myrick Lane, Harvard, MA 01451; or e-mail at: ryan28@charter.net

### Directions:

Take Rte 495 or Route 128 to the Mass Pike. Exit off Pike at Exit 13 Natick. Bear left after the toll booth to pickup Route 30. Turn right at the stop light onto Speen Street. Continue south on Speen past the Natick Mall (on right) crossing Route 9. Continue to Route 135 / W Central Street. Turn right at the light. EPE will be on the right at the first auto dealership.

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parts@autobahnperformance.com

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Contact Mike 978-531-0808  
info@autobahnperformance.com



2008 NER DRIVERS EDUCATION EVENT *in conjunction with our friends from North Country Region*

# LIGHTENING @ NEW JERSEY MOTORSPORT PARK with a DE Enduro



## Saturday August 2 - Monday August 3

Registration Opened March 1, 2008

Northeast Region will be holding our inaugural event at the brand new New Jersey Motorsport Park over three days from Saturday through Monday, Aug 2, 3 and 4, 2008. All 3 days will be open to all run groups and registration is already open.

NJMP is under construction as we speak in Millville, NJ (which should be no more than a 6 hour drive from Boston) and we are extremely fortunate to be one of the first PCA events to run on the brand new circuit. Better yet, we have managed to book a weekend date so you have no excuse not to make the trip and challenge yourself in a new environment.

For 2008 we will be running on the Lightening circuit which is described as follows: "The 1.9 mile North Circuit will be known as Lightening, this 10 corner circuit will be fast and challenging featuring some of the most interesting and dramatic corners and elevation changes in the park. The 20 acre paddock will have a 4 acre skid pad and autocross area, as well as concessions, timing towers and school and drivers meeting facilities."

It has been a long time since NER was able to score a weekend date at a relatively nearby (and brand new!) circuit. We hope you will come out in support of this venture.

As with all our away events, NER will hold one of our signature DE Enduros. The event will be at least an hour long with a mandatory pit break, is open to our Advanced (black) and Instructor (red) run group drivers and may be driven solo or with a co-driver.

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

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

<b>Students</b>	<b>\$525</b>
<b>Signed off Drivers</b>	<b>\$480</b>
<b>Instructors</b>	<b>\$225</b>

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

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

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

## 3 DAYS AT THE NORTH EAST'S NEWEST TRACK!



## Autocross #3 - Sponsored By Autobahn Performance Engineering Sunday, August 3rd

Northeast Region Cone Killers will be grabbing third on Sunday, August 3rd at the home of autocrossing here in the Northeast, Moore Airfield on the former Fort Devens. Like all our events, AX Number 3 will feature speeds ranging up to 65 MPH on a course guaranteed to be over a mile and a quarter long. If you've never participated before, there's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche and one non-Porsche classes. The events are designed to permit friendly competition while providing a venue for developing and refining your driving skills. So if you've never tried AX and just wonder what its like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport.

**AUTOBAHN PERFORMANCE, INC.**



Beyond the the thrill of competing with others in as many as 8 individually timed runs, this year we've relaxed our passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$30 as a PCA member.

Our sponsor for this event is the well known North Shore Porsche specialist, Autobahn Performance of Peabody. The exciting news is that they have expanded their space and just recently relocated to 3 First Ave, off RT128 just 15 minutes north of Boston. Autobahn is a full service shop with services ranging from general maintenance and repair to full competition preparation. They also are distributors and installers of a wide range of performance products and are perfectly prepared to care for your Audi or VW as well.

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

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

### **Directions to Fort Devens**

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

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

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



*Autocross #1  
trophy winners*



## Advanced Drivers Education Day – Friday, August 15th Drivers Education Event for all groups -- Saturday and Sunday, August 16<sup>th</sup> & 17<sup>th</sup> New Hampshire Motor Speedway

**Registration opened March 1<sup>st</sup>, 2008 through North Country Region's website**

In conjunction with Northeast Region, North Country Region (NCR) will be hosting a 3 day weekend Drivers Education event at New Hampshire Motor Speedway (NHMS) in mid August. Day 1 will be reserved for advanced drivers only.

Additional activities include Charity Laps at noon on Saturday, Track Samplers, a track walk at the conclusion of the days track activities and the infamous trackside dinner. Please note that the dining event requires advanced reservations – see the website for details.

This is a very popular drivers event, so..... sign up early!

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

### Costs are as follows:

Advanced Day (Red/Black/White drivers only)	\$160 – August 15 <sup>th</sup> only
Students (Green/Yellow)	\$300 -- August 16 <sup>th</sup> & 17 <sup>th</sup>
Signed off Students (Blue/White/Black)	\$300 -- August 16 <sup>th</sup> & 17 <sup>th</sup>
Instructors who register before July 26th	No Charge – Aug 16 & 17
Instructors who register July 26th or later	\$150 – August 16 <sup>th</sup> & 17 <sup>th</sup>

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

### Registration for both events will be handled by North Country Region

To register go to:	<b><a href="http://www.ncr-pca.org">http://www.ncr-pca.org</a></b>		
Or contact at NCR:			
Registrar	John Lussier	802-728-4457	<a href="mailto:de-registrar@ncr-pca.org">de-registrar@ncr-pca.org</a>
Track Chair	Paul Frucci	603-491-2265	<a href="mailto:de@ncr-pca.org">de@ncr-pca.org</a>

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

Registrar: Mark Keefe	508-529-6127	<a href="mailto:mxk@charter.net">mxk@charter.net</a>
Track Chair: Laurie Jitts	617-536-7846	<a href="mailto:laurence_jitts@msn.com">laurence_jitts@msn.com</a>

# Polo & Porsches At Myopia Hunt Club

## Sunday, August 24th

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

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

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

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

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

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

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

**Directions:**

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

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



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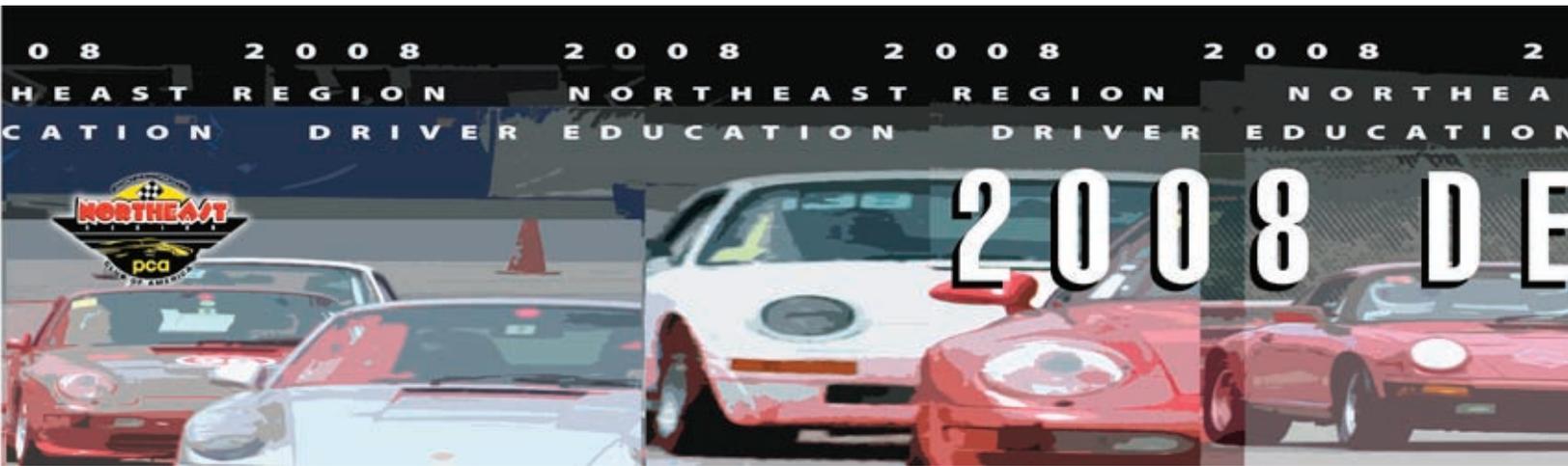
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Come visit us at 324 Rhode Island Avenue in  
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Directions are on the website or call  
David Robert at 401-533-0632.





## Driver Education Schedule

Event Date	Days	Track	Host	Registration Open date	Pricing*		*Subject to change
					Inst	Solo	Student
July 23–24 <sup>th</sup>	W/Th	Watkins Glen	<b>NER</b>	Mar 1 <sup>st</sup>	\$150	\$300	\$330
Aug. 2–4 <sup>th</sup>	Sa/Su/M	New Jersey MP	<b>NER</b>	Mar 1 <sup>st</sup>	\$225	\$480	\$525
Aug 15 <sup>th</sup>	Fri	New Hampshire	<b>NCR</b>	Mar 1 <sup>st</sup>	\$160	\$160	N/A* *Instructor & Advanced only
Aug. 16–17 <sup>th</sup>	Sa/Su	New Hampshire	<b>NCR</b>	Mar 1 <sup>st</sup>	N/C	\$300	\$300
Sep. 4 <sup>th</sup>	Thu	New Hampshire	<b>NER</b>	Mar 1 <sup>st</sup>	N/C	\$150	\$165
Sep. 20–22 <sup>nd</sup>	Sa/Su/M	Mosport	<b>UCR</b>	Feb 1 <sup>st</sup> *	C\$240	C\$480	C\$480 *Yel & Grn reg. opens Jul. 26 <sup>th</sup>
Oct. 13–14 <sup>th</sup>	M/T	New Hampshire	<b>NCR</b>	Mar 1 <sup>st</sup>	N/C	\$300	\$300

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

### New for 2008

#### More Days, More Tracks, More Fun

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

#### No more paper... save the planet!

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

#### Registration Process

##### How to register:

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

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

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

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

*continued on page 24*

### **When to register:**

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

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

### **Other important information about registration:**

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

### **What else you need to know**

#### **Who can drive in a PCA Driver Education event?**

All three host regions have the same basic requirements:

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

#### **What can you drive at a PCA Driver Education event?**

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

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

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

necessary. All vehicles are required to have (at least) 3-point seat belts.

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

### **What else is needed?**

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

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

All regions will require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface. Some regions (including NER) allow a one-time exemption from this requirement for the first event a driver attends.

### **In summary:**

- Identify who is hosting the event or events you wish to enter
- Go to the host's web site and locate links to Driver Education
- Register yourself and your vehicle with the region
- Go to their registration site and register for events
- Pay online **or** forward a check to **the host region**
- Have a fire extinguisher installed in your car
- Beg, borrow or buy a helmet that meets or exceeds SA2000 or M2000
- Download a tech inspection form a couple of weeks before the event
- Locate a nearby tech inspector from your home region's web site
- Have your car inspected and keep the tech form, as you will need it at the event

**Contact Information:**

**Northeast Region (NER)**

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

**North Country Region (NCR)**

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

**Upper Canada Region (UCR)**

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

**Entering an NCR hosted event on MotorsportReg.com**

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

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

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

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

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

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

To register for a specific event:

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

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

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

Beyond the thrill of competing with others in as many as 8 individually timed runs, this year we've relaxed our passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$30 as a PCA member.

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

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

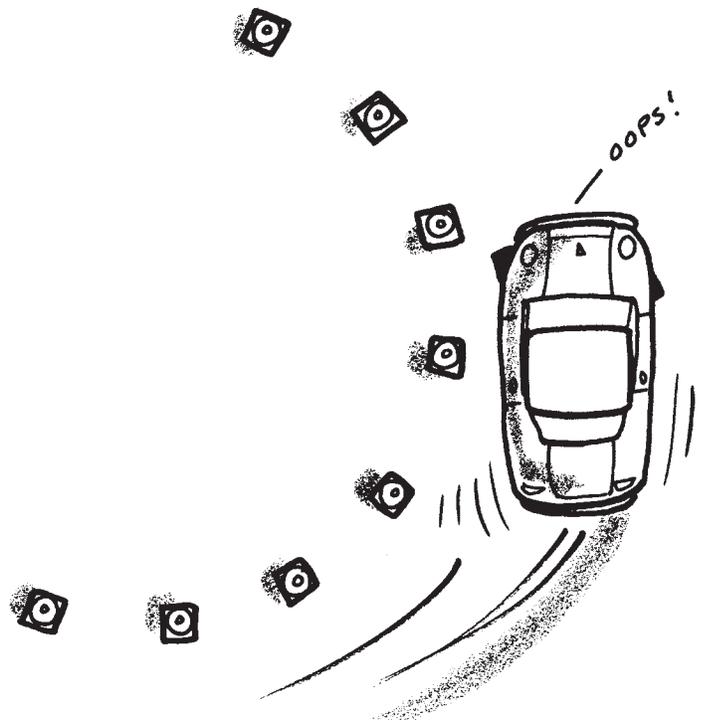
We look forward to seeing you at this first event and if you have any questions concerning the event feel free to contact Ron Mann at [rjmann@yahoo.com](mailto:rjmann@yahoo.com). If your planning on attending or for further registration information, contact Jon Cowen at [jco-wenner@gmail.com](mailto:jco-wenner@gmail.com).

### **Directions to Fort Devens**

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

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

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



# Essex River Cruise

## Sunday, September 21st

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

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

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

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

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

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

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

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

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

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

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

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



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



# PORSCHEFEST 2008

Saturday, September 6th, 2008

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

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

## **Concours d' Elegance**

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

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

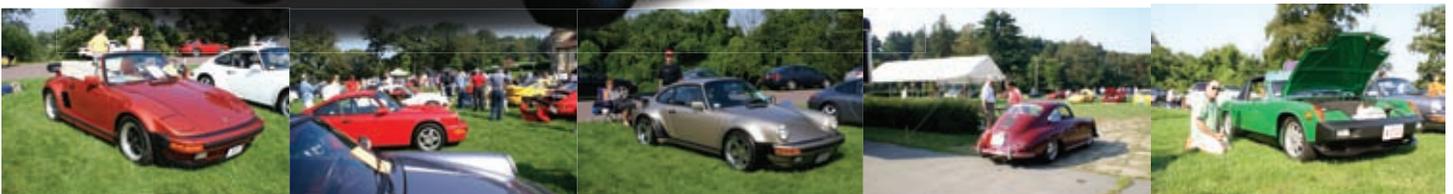
## **Classes - Something for everyone!**

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

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

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

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



Sponsored by

**ROB COHEN**

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Boston's Property Expert

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



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

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

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

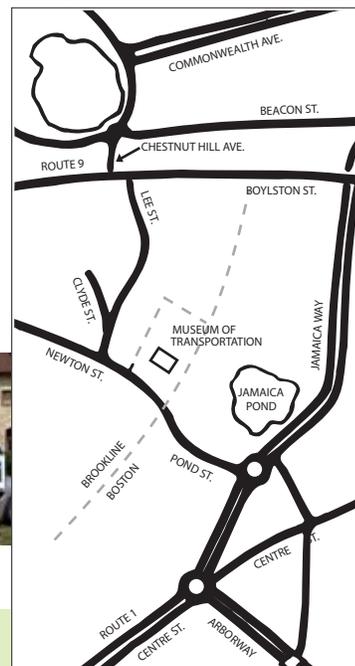
### Schedule for the day:

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

### Something for the kids, too.



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



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

### Concours Registration Form

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

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

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

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

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

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

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

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

Select an entry option & check the box:

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

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

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

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

# First Autocross

Copy By Geoff Kronik, Photos By John Bergen

**A** sport that develops precision and consistency, said one article. Emphasis on driver skills, said another. Since I tend to be imprecise and inconsistent in most things, and have soundly average driving skills, autocross sounded perfect for me—nowhere to go but up. And because it was motorsport, it might help me finally become cool—which I'd thought would be automatic upon getting a Porsche, but too many years on the geek edge had thus far proved intractable.

My instincts were half right. After one autocross event, I not only saw improvement, but bona fide transformation. As for being cool, there's probably more work to do. When another driver asked, "is this your first Porsche?" I admitted that it was in fact my first car with more than four cylinders. I'll optimistically assume the ensuing laughter was with me, not at me.

The truth is I got a Porsche, as many people do, to fulfill a lifetime dream. Sadly, my dream dimmed rapidly within a week of delivery. First I dinged a rim. The next casualty was a tire. Finally the car sustained body damage when my death-grip on the steering left me unable to evade flying road debris. At this point, any illusions about driving ability, coolness, and even the wisdom of the purchase itself began to fade. I was an official cliché, just another guy with way too much car.

"Autocross," said someone I knew. "You'll learn how to handle your Porsche." Imagine that—I thought the Porsche was supposed to handle me. Isn't that what "great handling" meant? The input side of it hadn't really occurred to me. So I went to NER Autocross School in April, and in June entered my first event so I could apply everything I'd learned.

Perhaps I'm a little slow on the uptake. On my first run I mowed down various innocent cones, lavishly reinterpreted the course, and did it all in a time generous enough for global climate change to occur.

"Next time take an instructor," said a friendly driver I'd chatted with earlier. Wise advice, which I followed on the next run, and



*Then you unpack your car and get in the tech line*

it changed everything. I took out a totally different set of cones, went off course in new and exciting places, and took even longer to do it.

Even so, the instructor found things I'd done right, while gently proposing a few changes. My last run of the morning brought it all together. I ran clean, and for me, fast. I left my car with my hands shaking and my heart pounding—all excitement. I couldn't wait for the afternoon.

Meanwhile though, there was the work assignment. To the good fortune of the other run group, I shared a corner with the same amiable driver who'd offered the advice about the instructor earlier. It turned out we had the same first name and had gone to the same college. In autocross, he was four years and many seconds ahead of me in experience.

Every novice who needs help should have a benefactor like this driver, both in working the course and driving it. I'll hope to follow his example during the 2028 autocross season, when I'm no longer a novice and can safely counsel others. My mentor-for-the-day made sure I put displaced cones back in the right boxes, demonstrated the proper hand-signals, and advised me on the best place to be effective while staying safe.

The work assignment turned out to be integral to bettering my skills, as I could watch seasoned drivers run, but foremost was learning to man the course properly. I observed my co-



*First you register at the timing tent*



*Then you wait for your car to be teched*



*The driver's meeting follows soon after you tech worker with the radio and flag, and took mental notes on what he did. Correct course communication is also something that demands precision and consistency, and when the time comes for me to have the radio, I'll want to get it right.*

So I watched and listened, got the occasional exercise of sprinting to reset cones, and stood in the sun listening to tires screech and engines roar. Not bad for something called work, nevertheless the afternoon runs couldn't come soon enough for me. I was confident my new skills and knowledge would translate into my best performance yet.

Confidence can be a funny thing. In my case, when I saw that my second afternoon run was faster to a degree that should have been surprising, I wasn't surprised. Delighted, sure, but satisfied according to what I'd been expecting to happen. I heard my name as I passed the tent, then my time, and the announcer didn't stop there. "Plus DNF." Now I remembered a straight section on the course that had seemed new, and it in fact was. I'd created it by blithely missing a turn. There is nothing quite so good for your time as cutting the course, nor anything quite so bad for your standing. Now I had just one more run, and I didn't want to finish the day disappointed. In the lineup I thought about everything I'd seen and heard so far. Be aggressive. Take the right line. Fast hands in the slalom. Be



*The experienced driver's get up to speed quickly*

smooth.

A third of the way in, I nicked a cone. I didn't clobber it—I'd memorized that sound during the morning --but it was definitely out of the box. Somehow I managed to forget it, and went at the remaining course as hard as I could. I recalled the instruc-

*continued on page 33*



*Some driver's ask for instructors to ride with them*



*You're nervous when you leave the start line*



*Finding your way around the course takes practice*

# Results For Autocross #1 - Sponsor - Mike's Autobody

Class	Place	Driver	Model	FTD
1	1	Sigrid Schnoerr	914	81.048
	2	Tom Tate	914	82.595
	3	Richard Towle	914	84.165
	4	Bill Conant	912	96.952
2	1	Joe Kraetsch	924 S	82.976
	2	Lisa Roche	944	84.598
	3	David Case	944	86.427
	4	Bill Aubin	944	91.429
	5	Guile Wood	944	92.15
	6	Michael Orsini	944	94.596
	7	Bill Aubin 3	944	DNS
4	1	Jack Saunders	944 S2	100.949
5	1	George Rouhart	968	82.853
6	1	Francis O'Day	914-6	91.127
7	1	Noel Swartz	911 SC	84.388
	2	Robert Canter	911 T	85.02
	3	Chris Ryan	911	85.496
	4	Michael Tosi	911	86.037
	5	Brian Lay	911	87.035
	7	Jeff Johnson	911	90.868
	8	Cuan Coulter	911 SC	92.637
	9	Gerry Fitton	911 SC	93.946
	10	Lee Coulter	911 SC	94.196
	11	Philip Jefferson	911	98.133
	12	Philip Lambert	911 C2	101.806
	13	Bob Anctil	911	101.894
	14	Russell Shu	911	103.181
	15	Robert Anctil	911	DNF
	8	1	Jonathan Cowen	Boxster
2		Oliver Lucier	Boxster	79.773
3		Greg Osche	Boxster S	80.339
4		Fred Cowen	Boxster	84.703
5		Jim Harper	Boxster	102.535

Class	Place	Driver	Model	FTD
8SS	1	Steve Ross	Boxster	84.449
	2	Matt Baker	Boxster S	84.666
	3	Carol Hottenrott	Boxster S	85.533
	4	Scott Stevenson	Cayman S	87.157
	5	Brian Kelly	Boxster	88.597
	6	Kevin Moore	Boxster	90.19
	7	Geoff Kronik	Cayman	95.266
	8	Art Odea	Boxster S	100.909
10	1	B Marchwicki	RS America	83.82
	2	George Skaubitis	RS America	86.325
	3	John Bergen	911 C2	88.934
	4	Christine Skaubitis	RS America	95.157
11	1	George Dominiak	993	79.83
	2	Ted Shaw	996	83.714
	3	Lesia Shaw	996	DNS
11SS	1	Jake Moreau	996	81.589
	2	Teddy Geldmacher	996	84.236
	3	John MacDonald	996	85.111
	4	Michael Bickford	997S	87.065
	5	Brett Scrozinski	997S	87.09
	6	Chris Geldmacher	996	88.16
	7	Susan Kelley	997C2S	90.628
	8	Philip Cialis	996 C4S	91.697
	9	Christopher Fahy	996	92.723
	10	Brenda Tri	996 C4S	98.875
	11	William Nerney	996	100.128
	12	William McGillivray	C4S Cab	102.783
	13	John Lucitt	997S	104.477
12	1	John Fritz	997 GT3	84.232
14	1	Mark Skala	914-6	77.472
	2	Charles Stromeyer	911 TT	80.22
	3	Stepen Lefebvre	GT3	80.654
	4	Christopher Tuck	911 S	82.935
	5	Mike Bete	Cayman	
	6	David Tynan	Cayman	93.549

**First Autocross** - continued from page 31

Class	Place	Driver	Model	FTD
15	1	Ronald Mann	911	79.391
	2	Mark Schnoerr	997 Gt3	79.397
	3	Dave Grant	997 GT3	85.704
16	1	Mike Stukalin	Miata	78.792
	2	Phil Kogan	Spec Miata	80.3
	3	Emilie Lachance	BMW M3	91.146
	4	Steve Hobbs	BMW 328	110.373
	5	Gemma Hobbs	BMW 328	DNS

tor's suggestions, tried to emulate drivers I'd watched while working, and came in decently ahead of my previous best pace. Good enough to offset the cone? No, but enough to confirm improvement, and the cone was motivation to come back and run clean.

So what about that transformation I mentioned earlier? Immediately upon leaving Devens, though I rarely drink, I experienced a sudden, massive craving for beer. Seriously, forgetting about that cone and moving on was quite a change for me. I'm the sort who usually dwells on mistakes—in fact, "obsess" could describe my standard approach. In this case though, with the rest of the course still to be driven, I was able to sublimate the error and get in a run I felt good about. This was a true accomplishment, and an unexpected benefit of my first autocross. It was much more than the simple improvement I'd hoped for—I felt enlightened, elevated and inspired.

And as I drove home, even a little cool.



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# Porsche News

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## Porsche Releases First Information and Photos of New 2009 911 Models

ATLANTA--(BUSINESS WIRE)-- Porsche today disclosed photos and details for the next generation 911 model series. Four new 911 models go on sale in September in North America – the 911 Carrera Coupe, 911 Carrera Cabriolet, 911 Carrera S Coupe, and 911 Carrera S Cabriolet. All offer a higher level of performance thanks to their all-new flat-six engines displacing 3.6 and 3.8 liters respectively. And for the first time in a Porsche sports car, engines utilize direct fuel injection (DFI) and can be coupled with the new optional 7-speed double-clutch gearbox Porsche-Doppelkupplung (PDK), racing inspired technology and a Porsche first. The result of these new technologies allows Porsche to once again boost performance of the 911, yet improve fuel efficiency by up to 13 percent as measured in the European driving cycle.

Maximum output of the 911 Carrera with its 3.6-liter engine is up by 20 horsepower to 345. The 911 Carrera S with its 3.8-liter engine is equally impressive, up by 30 horsepower to 385. With this extra power, the Carrera S now offers a top speed of 188 mph.

The new generation 911 is available for the first time with the new Porsche-Doppelkupplung (PDK), Porsche's double-clutch gearbox. The seven speed gearbox combines the driving comfort of an automatic transmission with the gearshift capacity of a sequential gearbox used in race cars. Since Porsche's

double-clutch also boasts an automatic gearshift function, it replaces the former Porsche Tiptronic S automatic transmission on both the Carrera and Carrera S. PDK improves acceleration while reducing fuel consumption over the previous generation of Tiptronic S equipped 911s through optimized and adaptive gearshifts.

Porsche developed this gearshift principle for racing no less than 25 years ago. It features two parallel clutches to eliminate any interruption in power delivery and eliminates even the slightest break between gears. Porsche factory drivers benefiting from this technology were able to accelerate faster than their competitors and keep both hands on the wheel while shifting gears, thus avoiding even the slightest distraction. This pioneering achievement from Porsche's racing efforts now gives the new 911 Carrera and Carrera S even better performance. The Carrera equipped with PDK covers 0-60 mph in 4.5 seconds and the Carrera S reaches the same speed in 4.3 which is 0.2 seconds faster than with a manual six-speed gearbox. The customer in search of optimum driving dynamics even has the option to combine PDK with Porsche's optional Sport Chrono Plus including Launch Control. The result is high-speed acceleration free of wheel spin from a standstill and a racing shift pattern to further boost performance. The Carrera equipped with the Sport Chrono Plus accelerates from 0 to 60 mph in 4.3 seconds while the Carrera S sprints to 60 mph in an outstanding 4.1.

Exterior enhancements of the new 911 stand out clearly through innovations in design and technology. The refined



front bumper has larger air intakes which signal an increase in power and the newly designed dual-arm exterior mirrors give a larger field of vision to the rear of the car. LED daytime driving lights and bi-xenon headlights will be standard on all new models, as well as LED tail and brake lights. This gives the 911 an even more distinctive style and a truly unique look from the front and rear. As a further option, Porsche now also offers Dynamic Cornering Lights on all models. In Porsche fashion, these new refinements do not change the drag coefficient of the 911 as it stays at a remarkable 0.29.

The latest Porsche Communication Management system, PCM 3.0, which includes a new touchscreen feature, will be standard on all new 911s. Along with this upgraded system, options such as a hard disk drive navigation system, XM radio with XM NavTraffic capability, Bluetooth® connectivity, iPod® port, USB port, and aux jack will be available.

2009 911 U.S. pricing starts at \$75,600 for the Carrera Coupe, \$86,200 for the Carrera Cabriolet and the Carrera S Coupe, and the Carrera S Cabriolet is \$96,800.

### **Porsche Brand First in J.D. Power and Associates 2008 Initial Quality Study**

ATLANTA--(BUSINESS WIRE)-- Porsche continues to meet and exceed the quality demands of consumers in its largest export market, the United States. Porsche recorded the top ranking of all brands surveyed in the 2008 J.D. Power and Associates "Initial Quality Study". This makes it three consecutive years that the Porsche brand had the fewest problems per 100 vehicles in this prestigious brand ranking. The scores were based on interviews of 81,500 new car owners from across the country.

Incredibly, not only did the Porsche brand come out on top, but the legendary Porsche 911 has the highest initial quality of any vehicle in the study. According to J.D. Power and Associates, the Porsche 911 has the fewest quality problems in the industry, with just 67 problems per 100 vehicles.

Every year, J.D. Power and Associates assesses the level of satisfaction among buyers of new cars after the first 90 days of vehicle ownership. On this basis, a customer is asked to fill out a survey containing 228 criteria regarding quality and workmanship.



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day by doing their duty in staging, pit-out and the tech line.

As soon as I return from San Antonio toward the end of June, I am looking forward to a busy schedule of track events in July. First off will be our LCMT event, July 7<sup>th</sup>-9<sup>th</sup>, which occurs during the Blues Festival. We are full to capacity, and everybody seems to love this event for both the on- and off-track experience. This year (because we have plenty of great instructors from regions all over the U.S.) we are assigning a mentor to all students, including those in White and Blue run groups. What you get out of this as a student is entirely up to you. I strongly encourage you to leverage this rare opportunity to become a better driver. Just because you are now a "solo" driver doesn't mean that everything you will learn has to come from yourself. I, for one, still never miss the chance to have another instructor ride with me, and almost never fail to learn something new every time I do. There are lots of instructors with not a lot to do, don't be shy about asking anyone available to come out for a ride with you. For those bringing your families, there will be two charity events to enjoy. Joyce Brinton will be running Taste of the Track — anyone over the age of 18 can experience real high-speed driving from the passenger seat of an instructor's car for a small donation. We will also be doing lunchtime parade laps (for an even smaller donation), to which all ages are welcome. No helmets are required for this enjoyable half-hour. I believe that Rick Betterley's boys will also be helping to raise money for our chosen charity, the Boston Food Bank, by running the car wash again.

Following LCMT we are off to Calabogie (11<sup>th</sup>-13<sup>th</sup>), which is one of the most interesting and exciting tracks in Canada. In addition to the awesome track, the town boasts a hybrid Laundromat/bar/pizza

shop/guns and ammo store as one of its main — or only — attractions. Last year was a lot of fun, and we are anticipating another big crowd from many regions.

For July 23<sup>rd</sup>-24<sup>th</sup> we are off to my favorite, Watkins Glen. Here, there are actually nice accommodations, a beautiful winery and lakes nearby if your family or friends want to come along. The event is filling rapidly but there still is room in all run groups and we are still looking for more instructors, so come and join us!

Coming soon, on the tail of this parade of great events, is the inaugural New Jersey Motorsport Park event we are co-hosting with NCR. We're almost certain the track will be complete in time (!) and, based on speaking with Dennis from Bertil Roos, who was involved in its development, it is going to be a great track that is not to be missed. Don't forget this is a weekend event, and relatively close to Boston.

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



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the 1,715 gas stations in Catalonia were out of gas. More than 90,000 truck drivers participated to varying degrees in this strike along with fisherman across Spain, protesting fuel costs.

But the Spanish drivers were not the only ones feeling the pinch. French drivers slowed traffic near Bordeaux to demand lower fuel prices, offering a foretaste of a planned national strike by truckers.

Fishermen continued to strike and blockade ports to protest rising fuel prices in France for several weeks, despite government attempts to get fishermen back to work with promises of temporary fuel subsidies. Fishermen are also protesting the gap between the high prices consumers pay for fish in supermarkets and the low price they receive for their catch. French truck drivers have mounted mass slowdowns on major highways to protest rising oil prices, as over 400 trucking companies have ceased operations amid high gas prices.

And in Brussels police sealed off parts of the European Union district as hundreds of fishermen demonstrated against the soaring price of fuel. "It's a problem that is shared by all European fishermen so we came here united to ask Brussels to help us," said Italian fisherman Umberto Cogisnani.

On to the UK where hundreds of trucks rolled into central London several days ago and jammed a major route into the capital to protest the rising price of fuel. Truckers protesting the soaring cost of fuel in Britain – where diesel now costs more than 1.20 lbs per liter (1.50 Euros per liter, more than US \$9 per gallon) – called for Prime Minister Gordon Brown's government to lower fuel taxes for trucking companies.

It makes us in the USA seem like docile sheep being led to our slaughter. Where will it end?

### **Childrens' Science Exam**

**Q: Name the four seasons.**

A: Salt, pepper, mustard and vinegar.

**Q: Explain one of the processes by which water can be made safe to drink.**

A: Flirtation makes water safe to drink because it removes large pollutants like grit, sand, dead sheep and canoeists.

**Q: How is dew formed?**

A: The sun shines down on the leaves and makes them perspire.

**Q: How can you delay milk turning sour? (brilliant, love this!)**

A: Keep it in the cow.

**Q: What are steroids?**

A: Things for keeping carpets still on the stairs.

**Q: What happens to your body as you age?**

A: When you get old, so do your bowels and you get intercontinental.

**Q: What happens to a boy when he reaches puberty?**

A: He says good-bye to his boyhood and looks forward to his adultery.

**Q: Name a major disease associated with cigarettes**

A: Premature death.

**Q: What is the fibula?**

A: A small lie.

**Q: What does 'varicose' mean?**

A: Nearby.

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### *Four Speeds - continued from page 6*

But, week after week, more and more people trudge down to a local dealer trying to put a windup toy in their driveway. Maybe they just can't give up that Mint Mocha whatever. Or maybe it's just 1973 all over again.

In spite of the rising prices at the pump, the driver's schools are full and the autocrosses well attended. Our members even drive for hours towing cars just to get to far away race tracks. One of the more popular shows on the SPEED channel is Pinks, where hundreds of drag racers show up to blow through a tank of gas in an effort to be on TV and maybe lose their car. Go figure.

As much as we complain about the cost, it sure doesn't seem to get us to take our foot off the gas pedal. It takes a little more than some change from under the back seat to get us home, but we don't care. The good news is that the old bathtubs I drive do almost as well as that VW from years ago. I guess I can still run it around and make a lot of noise just like a teenager. Besides I drink all my coffee at home. KTF

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The drive up Route 3 proved easy going, and we were merging with 93 North in no time. The sun had set and darkness was upon us when we hit the Hooksett tollbooth. One of the nerve-wracking things about driving at night in New Hampshire, especially in the White Mountain area, is moose. You know, those gangly looking creatures that stand about six or seven feet at the shoulder. Moose have been known to have collisions with cars and trucks and, having lived in New Hampshire for over four years, I take the "Brake for Moose" signs very seriously.

The BMW performed tremendously and got us extremely close to our final destination. I did have to pull over at the end and get out of the car so I could read one of the resort signs. The reason for needing to get out of the car was the total darkness that was upon us at 11:15-ish. The sign I read happened to be for the golf course, and in small lettering mentioned that the hotel was the second left up ahead. The one thing I didn't realize until the next day was that there was a lake just off the road that we couldn't see.

We arrived at the hotel at about 11:20 pm and were greeted warmly by one of The Balsams staff. He was puzzled that I was with the Porsche event but driving a BMW. "Long story" I told him as he whisked Dot, the kids and the luggage away. I met them inside after parking the car and we were at our room in no time. It was a great room with a view of a river, and the bellhop told us we might even see some bears.

The next day arrived early. I headed outside to snap some pictures and to find some coffee. I then made my way to the registration area where I would be manning the registration desk. After a few cups of coffee I was ready to face the day and settled in at the registration desk. The morning went by fast, and before I knew it we were heading off on the morning run to Sunday River. The roads were great; no unmarked roads or dirt paths, just nice paved roads. The kids enjoyed seeing all of the cars and had a blast. The morning run was over before we knew it. Everyone was hungry and glad to stop for lunch at Sunday River.

Lunch was delicious and everyone was satiated prior to hoping back into the car. The weather was a bit dicey but, since we weren't in a semi-water-tight Targa, we were guaranteed to stay dry. The route back was very nice and, since it paralleled a major highway, it would have been easy to abandon the course for a quick ride back to Dixville Notch. We stayed true to the route and enjoyed ourselves. Soon we were back at the hotel and planning the rest of the afternoon. The rest of the trip was great; a fun-filled dinner followed by an excellent breakfast, then a return trip to Walpole in the daylight.

The next event up was a trip to the Collings Foundation to see the airplanes and cars that have been collected by Bob Collings and his wife. For this event I managed to drive the Porsche and take the kids. Dot stayed home in order to let the men bond. Since Chris Ryan wrote about the trip in the June *NOR'EASTER* I won't bore you with details. I will say that my boys had a great

time and were intrigued by the numbers of vehicles that were contained in the main hanger of the foundation. They also enjoyed seeing all of the other Porsches that were parked on the lawn. I also run into someone I originally met at last year's NewComers meeting; his name is Art Spengler and he has a great looking 1974 911.

The final event for this column was the first NER autocross of the season. The exciting thing about this event was that we were going to be using the new Windows Vista laptop for the first time. Luckily Jon Cowen, Chris Tuck and I got together a few weeks before the event and tested the software and timing lights. Since this was the first autocross of the year, I wanted to make sure I got there early in order to deal with any unexpected snags, technicalities, issues, etc.

One other minor detail to mention before I drone on about the first autocross — my new wheels from Wheel Enhancement arrived! Yeah, baby (say it like Austin Powers). As I mentioned in one of my previous columns, I have been searching for track wheels for some time. I finally bit the bullet and bought a set of Fikse FM5s. I went with 17-inch wheels with 8-inch width up front and 9-inch width in the rear. They look great on the car and seem to fit like a glove. I was now ready for some serious driving. Of course I didn't go with Hoosiers just yet, but the Bridgestone Potenza RE-01Rs I ordered are pretty cool tires.

On the morning of the autocross I was happy to see Christine Skaubitis at the gate when I pulled into Devens. This meant that there was at least one other person driving in Class 10. Last year was kind of lonely in class 10, with Christine and one other 964 owner showing up only for a few of the events. Since all of our autocrosses were on Sundays last year, Christine's husband George was unable to attend. Today was another Sunday so I was very surprised to hear from Christine that George was indeed on hand and ready to rumble. The day was shaping up to be a good one.

After I had settled into my spot and gotten the car inspected, another 964 RSA pulled in next to me. This car was in mint condition and was towed to the event. It looked as if competition would be stiff. I couldn't worry too much about my predicament since I needed to help get the timing lights set up. This small challenge took a bit of time, but with a little help and some patience the task was accomplished and we were good to go.

The rest of the day went well. There were a few minor issues but, all in all, the first autocross of the season was a success. I had some good runs and was pleased with the progress I made on my times. I know that I could probably have driven a bit more aggressively, especially since I managed to make all seven runs without hitting a cone.

Now for the standard closing 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. Until then, stay safe!

mile of home, smoke started to waft out of the steering column area, and as I reached home I popped off the battery cable to stop the spontaneous combustion. After towing it to the repair shop, I was told that the adaptor was for late-model 944s, not early ones, and the harness was being pinched when I turned the wheel. The lack of turns on the highway up north saved me from an electrical fire; blind luck I guess. (P.S. This 944 lived through two more owners until its demise at more than 250,000 miles in the early 21<sup>st</sup> century.)

During the late '90s I really wanted a convertible sports car, but Porsches could not be used for DE events without a roll bar, so I had a series of Miatas in addition to the Porsche. After purchasing one in New Hampshire I needed to get it back home, at that time in Harvard, Mass., so I enlisted a friend and went to retrieve it, planning to use the front plate from the Porsche to make the trip home until I registered the Miata. We set out for home, with me in the newly acquired car and my friend in the other one. Well mistake #1 was to follow each other, unnecessary since we both knew the way home. Mistake #2 was to take the main road through the center of Bolton where, as fate would have it, a local police officer was on the

side of the road in his cruiser watching traffic. Well, didn't he notice not one but two cars with the same plate, and of course he chased us down. Come to find out, not only is this illegal, which I sort of knew, but it is a *criminal* offense in Mass. He would not even let me drive home, a distance of a mere mile or so. Instead, the car was towed for a \$135 tow charge and I was summoned to district court. Now the lucky part came in — a good friend and fellow PCAer was listening to my story, after which he called me to say that one of his employees grew up with and drank with the current chief of police in town and would put in a good word for me. The hearing was anticlimactic as the magistrate, after some browbeating, ended up letting me off for court costs. Lesson learned, the somewhat hard way.

Probably the stupidest and most public bonehead move was with my '90 944 S2. I stopped concentrating while driving around Lime Rock Park at a DE event (this was and still is my only off track excursion in probably 250 events over 20-plus years) and went straight at the left-hand turn thru the grass, into a deep puddle where the car stopped stuck in the mud and weeds to the tops of the door sills. After the run group stopped,

continued on page 40

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Treasurers Report — Treasurer assistant Bob Cohen reported on behalf of our treasurer, Karen Cohen. Bob reported that we are doing well with a large profit but some track expenses have yet to be paid. Bob reported that the projections for revenue from driver education events are expected to be better than last year. The board mentioned that they would like to receive a financial report from the track committee after each DE event. Board members complained that they could not read the treasurer's report because it was so small. The report was accepted.

A membership report was presented via e-mail because John Bergen was unable to attend the meeting. John's e-mail report stated that we had 1,434 primary members and 1,027 affiliate members this month.

Bruce Hauben presented a very short President's report, which discussed the need for finding additional resources to maintain Porschenet.com. The board agreed that it would be a good idea to run an ad in the NOR'EASTER looking for qualified volunteers.

Newsletter — Dave Weber discussed the need for write-ups and pictures from recent and upcoming events. Materials about upcoming events are needed well in advance so they can be published in time to promote the event. Dave announced that he is going to retire in 2010 as newsletter editor. The board all agreed that it is going to be difficult to find someone who will put as much time and dedication into the NOR'EASTER publication as Dave and Susanna Weber do.

Bruce brought up the need to start searching for new board member candidates, because a number of positions are being vacated at the end of the year. The board appointed Bruce as head of the nominating committee.

New business – Joyce Brinton reported that previous "Taste of the Track" was considered to be a good addition to our regular driver education events. Taste of the Track will be added for LCMT, Watkins Glen, and possibly NHMS driver education events.

The next board meeting will be at the Haubens on Wednesday, July 16<sup>th</sup>. Having no further business to discuss, this meeting of the board was adjourned at 8:54 pm.

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

tackle the task. Hopefully someone in the region will volunteer to take over — if you're that person drop me a note at david.weber1@verizon.net. I'm more than willing to spend time with my replacement in a training mode in the interval between now and 2010. I've had a great time working as your editor, I've learned a lot about graphic design software and photography, and become a much better writer in the process. As I frequently mention to members of my staff, "The formula for an interesting life is to acquire new skills and use them." Serving as your NOR'EASTER editor has resulted in my and Susana's lives being much more "interesting" to say the least. Without our involve-

ment with the many terrific people in the region we'd be without much of a social life, for sure.

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**Double Clutching** - continued from page 9

I hope all of you will take the opportunity to take a look at the calendar of events NER has in store over the coming months, and participate in as many as you can. You will find this a great opportunity to meet new people who have similar interests to your own. It is something special to see at any one of our events a parking lot full of Porsches of all different vintages and to then have the opportunity to walk down the lot checking out all different models that make up our wonderful marque. Who knows, maybe you will find yourself giving a 'thumbs up' to some Porsche owner.

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**Around The Cones** - continued from page 39

the tow truck driver came out to pluck me from the wet. When he got close, however, he realized he would need some high boots to attach the hook to my car, so he asked me to attach it. It was easy enough to just shed my shoes and socks roll up my pants and wade out back to hook up. Little did I know that a camera was catching all this for use with my first ever (and hopefully only) win of the coveted "horse's ass" award, which is perennially bestowed on those who deserve such recognition. If anyone is interested in seeing this picture, I still have it.

Finally, probably my dumbest move was the accident with the '96 993 where I starting moving in traffic without looking ahead and rear-ended a minivan at less than five mph. I managed to buckle the hood and crush the bumper to the tune of \$6000 damage, while causing a trivial \$500 damage to the van. My punishment for that bonehead move was six years of surcharges that just recently ended.

In the past I have written about a couple of technical hints that are pertinent now that summer has finally arrived. When entering a hot car that has been sitting in the sun for a long time, try cracking the sunroof and running the AC in recirculation mode, letting air that has just recently been cooled a bit rise out of the roof (remember, hot air rises). For anyone with a Motronic engine management system — 911 from '84, 944 and 924S from '83, and 968 — remember that many cranking no-start situations are caused by the DME relay located with the other relays in the fuse box, which can quit at the most inopportune moment. Keep a spare. If you don't need it, a fellow Porsche driver may. Finally, you 968 drivers should change your heater control valve every few years. It is placed in an incredibly hot area right next to the oil filter, but they are dirt-cheap, are identical to those sold for VW and M-B. I always kept a spare and lent it to four different owners during the three-year ownership of my first 968.

# Marketplace

## For Sale

'00 Porsche Boxster, Arctic Silver with Metropol blue interior and top; 5 speed, 17" wheels ;AM/FM/CD with hifi option & Sirius Satellite radio. Lojack recovery system. Full maintenance history has had major service in last year, synthetic oil changes only and brake fluid changes every year along with necessary filters. This Porsche is excellent condition,(detailed every spring by Kleen by Cindy) body near perfect interior has no serious faults, back window in decent shape. Second owner has owned for 4 1/2 years offered at \$19,995. Please call Steve at 508-653-1695 evenings or weekends or email at SLR944@AOL.COM

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

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

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

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

**Bell Racing Helmet** M-4 Pro Series SA05 size 7 1/2-Large white, used twice. Retail \$559, selling for \$500/obo [ldoktr@aol.com](mailto:ldoktr@aol.com) Stewart Ginsberg 508.380.3310

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

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

'83 928 S Sedan, Gun Metal Blue with Black leather interior. 49,000 miles. Custom installed CD changer, New wheels and tires. Premier condition! \$16,000. Call for details - Hilly at cell 978-729-5222 or home 978-468-7298.

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

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Bruce Erickson  
Boxford MA  
1997 993

Seth Guinen  
Westport MA  
1987 928 S4

Ibrahim Hallaj  
Newton MA  
1987 924 S

Michael Hatto  
Lori Chace  
Coventry RI  
2000 Boxster

Timothy Horton  
Sharon Horton  
Westport MA  
2002 Carrera

Jonathan Linde  
Sara Linde  
Marblehead MA  
2008 911

John McLaughlin  
Somerville MA  
1969 912

Eric Nuss  
West Hyannisport MA  
2002 Boxster

Arthur O'Dea  
Merrimac MA  
2003 Boxster S

David Paolissi  
Laura Willis  
Warwick RI  
1984 911

Marc Sarkady  
Siobhan Sarkady  
Newbury MA  
2001 Carrera 4

Wes Stoskopf  
Mari Marin  
Shrewsbury MA  
2007 911

Stanton Terranova  
Misquamicut RI  
2008 Turbo

Dirk Toerner  
Watertown MA  
1985 911

Joseph Valenzuela  
Middleton MA  
2006 911 C4S

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Paula Williamson  
Topsfield MA  
1956 356

Thomas Young  
Old Lyme CT  
2008 GT3 RS

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2003 911

Bill Ellsworth  
Clinton, MA  
From: Golden Gate  
2000 BoxsterS

Jeffrey Kushner  
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From: Gold Coast  
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Marshall Stocker  
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'07 911 Carrera	Black/Grey	P7069	\$80,975
'08 Cayenne Turbo	Crystal Silver/Stone	P8015	\$112,045
'08 Cayenne S	Crystal Silver/Black	P8016	\$69,315
'08 Cayenne	Meteor Grey/Black	P8021	\$ 72,025
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