



TOUR TO BATTLESHIP COVE  
**The Annual Auction**  
*2008 Annual Dinner Gala*  
**Essex River Cruise**  
**Polo & Porsches**

# THE NOR'EASTER

08 OCTOBER 2008 OCTOBER 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)



**Date:** May 2008

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

**Assignment:** Let our friends and customers know where they can find us.

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# INSIDE THE NOR'EASTER

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## COVER



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# Out In The Passing Lane

Dave Weber



The six degrees of separation concept surfaced once again for me this past month. I was approached by representatives of the North Shore Community College Foundation interested in my thoughts on how they might improve their fund raising efforts within the North Shore business community. I was very active in the foundation fifteen years ago prior to my becoming a member of the college's Board of Trustees. I served on the board for ten years, two years as chairman, plus I chaired the search committee that selected a new college president. While speaking with the current foundation chair, I discovered that he's the current COO of Hunt's Photo & Video. That of course led to a discussion of my long running interest in photography, and his desire that I shift my camera expenditures from B&H Photo & Video in New York to Hunt's.

I've been a regular customer of B&H for years, principally because they have a terrific online presence that's easy to shop. They carry everything I need or want, and I get next day UPS deliv-

you needed lots of patience and a tolerance for working in near darkness with smelly chemicals. I've recently done a couple of studio photo shots during which I took 350 - 500 plus digital images, then downloaded them onto one of our computers in minutes, and was culling through the images almost immediately. No time consuming film developing process, smelly chemicals, or working in the dark was required. The 8 gb compact flash card I used replaced multiple rolls of one use film, and was soon reformatted and ready for use once again – at a significant cost savings. We'll make prints out of those images in much less time, using Adobe Photoshop to process and correct aspects of the images in ways that would have been impossible in a darkroom.

When we built our current home some twenty-two years ago, we designed in a photography darkroom – which to this day has never been used for that purpose. Now it's a storage room and all the darkroom equipment I once owned has been sold on Ebay.

Of course now that the hobby has become technology driven, almost every month camera makers like Nikon are introducing products with dramatically better capabilities. Nikon just announced yet another new SLR camera, the D90 that can shot video in addition to traditional images.

I'm going to attend for the first time the PhotoPlus Expo in New York the end of October. I'm sure I'll see even more advanced digital image technology at that trade show, as it's become a field much like all electronic technology, wherein ever more capability is sold for less and less cost.

I don't know how many of you might have viewed the show "Top Gear" on the BBC channel. It's my favorite automotive focused television show. The three principals on the show demonstrate a terrific sense of British humor, particularly as they set up a wide range of test drive situations for all manner of new cars. They thrash cars around airport runways, beaches in Iceland, or on fantastic roads across Europe. They even have set up an autocross course on which famous personalities race the same pedestrian sedan against the clock. They've raced cars versus joggers, bicycle riders, and boaters from one end of London to the other (the cars rarely win). Best of all they don't pull their punches, if something isn't right about

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***I don't know how many of you might have viewed the show "Top Gear" on the BBC channel. It's my favorite automotive TV show.***

ery, free shipping (through my National Association of Photoshop Professionals membership), and I don't have to pay sales tax on my purchases.

As it happened that day I had read about a new Nikon geotagging device soon to be released. I'd hunted around on the web but didn't find any camera sales company who'd yet received any inventory of the device. I offered up that if he could get me one of the first available units, I'd start shopping Hunt's much more regularly. He started calling Nikon representatives immediately, and a day or two later let me know that as soon as they were available he'd make sure I was a very early "adopter." You just never know how your connections in one area will be helpful at some other time and place.

The photography hobby has changed dramatically with the advent of digital camera technology. Years ago when I did studio studies I might take 150 images typically in a session because film processing was time consuming and expensive. Then to create prints in the darkroom

# Upshifting

Bruce Hauben



Our Track Committee, responsible for the planning, preparation and operation of NER's Drivers' Education (DE) events, has a huge and often unacknowledged job. Few of you have any idea of how much goes on behind the scenes, before you even get to the track. This huge task is overseen by, and much of the work is done by the Track Chair who for the past two seasons has been Laurie Jitts.

This Aussie, yes we do allow English as a Second Language people into our region, has done one hell of a great job and I for one am sorry to see him leave. His hard work and dedication needs to be acknowledged by all. Laurie's better half, and in his own words 'don't let her drive on the track' Amy Law, has taken a job she couldn't refuse in San Antonio and the Jitts/Laws have already moved into a house down there. Good thing she has a great job, now Laurie can continue his jet-setting ways on the DE/race tracks and Targas around the world.

As you'll read elsewhere in this issue, Laurie and

***I'm a late merger and I have no problem with you early mergers as long as you don't have a problem with us late mergers . . .***

his brother have just competed in the Touring Class of Targa Newfoundland and finished a fantastic SECOND, I've sent him the web site for his next one, Targa Tasmania. It's difficult to impress me, but I'm impressed.

So back to San Antonio, at least there are the Spurs and it's only an hour from the great music scene of Austin. If you ever have the chance, get Laurie started on wonderful San Antonio and you'll fall of your chair laughing.

Thank you for the great job you've done, Laurie.

I'll report on the '08 to '09 personnel changes in another issue. Suffice to say now, we already have the '09 Track Chair and committee in place and are hard at work planning the upcoming season. To quell the rumors and what you may have read in The New York Times or Wall Street Journal, George Bixby and this writer will be co-Chairs in '09, details to follow.

And speaking of merging, I'm getting onto my soapbox now. Are you a late merger or an early merger? I'm a late merger and I have no problem with you early mergers *as long as you don't have a*

*problem with us late mergers and stop us from late merging.* If you do, you're high up on my shit list.

I'm talking about those highway situations where I'm driving in the left lane and a sign announces that left lane will be closing one mile ahead and we all must merge right. It is just as often the right lane closing and all must merge left. If you're an early merger, if you're not already in the lane that will continue, at the earliest opportunity you'll merge from the lane you're in that will be closing in one mile into the lane that will continue. Us late mergers continue cruising down the highway, in a lane that is now relatively traffic free because there are so many more early mergers than late mergers, and merge at the appropriate time when our lane ends and the sign and arrows indicate that it is time to merge.

For some inexplicable reason, many of those early mergers and some already in that lane, view us late mergers as deviant, sociopath vampires or something worse. It is not unusual for a car, or truck of an early merger to straddle the line

to intentionally prevent us late mergers from getting to the true point where we should be merging. The initial sign did not say "Merge now", it said "Lane will end in one mile". I simply can not understand the reasoning of the early mergers causing them to believe that one must

merge immediately and that to do otherwise is wrong and illegal, it is beyond me.

Well, I've come across a fascinating book by Tom Vanderbilt, "Traffic, why we drive the way we do", and he spends a whole chapter on this phenomenon. In his research about early/late mergers – and it is heavily researched, the 291 page book has an additional 90 pages of notes and research attribution – he found "for the most part, people were not citing traffic laws or actual evidence but their own personal sense of what was right".

I would recommend the book even if his research did not back me up, which it does. He cites several different studies that show late merging to be more efficient and traffic flow to be better. It goes without saying that the more specific the signage is the better the traffic flow. In the '90s traffic engineers in PA rolled out the late merge model in response to reports of aggressive driving at merge locations. Beginning with a "Use Both Lanes to Merge Point" sign and

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# Four Speeds & Drum Brakes

Tom Tate



The Mid Ohio adventure continues as the weather was my friend and a wet qualifying race put me up in the field with a lot of faster cars behind me. The results also put me in fast company for the 1 ½ hour Enduro race held at the end of the second day that I was there.

My thinking was that if I was going to be a race car driver I needed to get all the practice that I could in the car. What better way to practice than to drive a car as fast as you can for an hour and a half? Driver education run sessions are 20-30 minutes and that never seemed like a long time unless I was riding with a new student instead of driving. Besides there was a mandatory 5 minute pit stop that could be used to take a break from the action. Vic said that the time passes quickly when you're chasing people and boy did it ever.

A good sized field of 32 cars took the green flag on a dry track and I was one of six 356's in the field, four from the Shirmants stable. We had worked out a plan where the faster tubs (Vic, John, and Phil) would pit first and I would come

That was also the period that I thought I'd have time to go use the bathroom but that wasn't going to happen. Not to worry, I always drive faster when I have to go, just ask anyone who has ever ridden with me. Turns out that 5 minutes pass much faster that you might think when there is so much going on around you. Before I knew it the watch said I should be moving and I was still trying to get my seatbelts fastened. Oh well, it wasn't exactly the Indy 500.

Vic's pit plan went out the window when he ran into the gravel trap at the end of the back straight trying to avoid a slower moving car and his race was over. John Schrecker from Russellville, KY, who was every bit as fast as Vic, took up the chase for our group in his 356 and elected to count on his 12 gallon tank to be enough to make it to the end. He stayed in the lead and took the first in class and it wasn't until he tried to move the car in the pits after the race that he realized that he was out of gas. Talk about cutting it close. Whatever it takes to win, right?

***Before I knew it they were waving the checkered flag and I was standing along the track clapping. It was a great feeling.***

in last for fuel. The cars were using 10 or 12 gallon fuel cells and going the entire distance would've been close. The required stop is timed by the officials and the best method is to just sit in the car for the required time and then cross the pit out line when the dash mounted stopwatch tells you. With the five point seat belts, helmet, Hans device, arm restraints or window net it takes almost 4 minutes to just get in the car and ready to go. That only leaves a minute to open the hood, get out of the car, take the cap off the tank, put the funnel in the tank, and pour the fuel in the car. The race officials also require that someone be at the ready with a fire extinguisher as a safety measure. It was decided that I would be the guy to hold the extinguisher since that would take the least amount of skill. What we forgot to see was the requirement that all pit crew members are required to wear full face helmets and I was wearing an open helmet. So the pit stop turned out to be a three Stooges skit with me running up and down the Pit wall looking to borrow a helmet.

My race was actually easier than I expected, although I realized when I looked at the lap times later that I wasn't driving as fast when there were no cars around me. The stopwatch was very helpful toward the end as time was difficult to measure

after the first hour. Before I knew it they were waving the checkered flag and I was waving to the fans that were standing along the track clapping. It was a great feeling. I wasn't doing smoky donuts on the front straight but I can tell you that I have a sense of how those guys feel when they win a race. It's priceless. I finished fourth in class but it was mostly because four of the cars in our class didn't finish at all. But as they say, a win is a win and for me a fourth is a fourth and I was happy with that. As I've always said, 90% of life is just showing up.

The last day was the Feature race at the end of the day and our warm up session was at 8:15 in the morning. It made for a rather long day. Like an autocross, I borrowed a scooter from Phil and went around the course to take another look at the elevation changes and each turn from different angles. Somehow the turns looked easier from the side of the track than from the inside of

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# Around The Cones

Steve Ross



NEW/PCA had quite an early September for events, kicking off a busy week was our 4<sup>th</sup> autocross in the series on Sunday of Labor Day weekend, followed by our second DE at NHIS on Thursday of the week and an attempt at the annual Porschefest, which unfortunately had to be cancelled due to heavy rains. Too bad as we had a strong preregistration and some 30 or so 928s were also planning on attending, in addition to those who always decide on the day of the event.

At our last board meeting reports on our DE program indicated another varied array of tracks will be used, the '09 Ramble is in place and just needs the final touches and the other day we received word on our autocross dates this year. So as far as moving events are concerned we are in good shape for those who enjoy driving their Porsche at one or all of our venues.

As many of you know, next year is our 50<sup>th</sup> anniversary of the regions' founding and the committee headed by Michelle Wang is hard at work organizing a three-event series of activities to

## ***Summer of 1970 was also the time of an interesting trip with some auto buffs from college to Bridgehampton to see CanAm races.***

commemorate this special occasion, in addition to which all other events will have an anniversary theme incorporated into them. Right now a February banquet, a summer outdoor activity and Porschefest in Newport RI in the fall are being planned or have been booked, stay tuned for further word.

Word has come that Ira has sold their Porsche franchise to the Lyon/Waugh group, owners of BMW of Peabody, Porsche of Nashua and other dealerships. A new facility will be built on Rte. 114 near the BMW dealership.

Now to the continuation of my racing activities which I started to relate last month. After 1970 the Trans. Am series as we had known it, with the Pony cars and under 2.5 liter sedans with strong factory support disintegrated, as Detroit in particular decided to pull their support. The series continued but with a different face as the new IMSA series which highlighted Porsche and other European cars along with some heavily modified American cars (the Monza's in particular) chal-

lenged SCCA, who had run the old Trans. Am. The stock appearing Mustangs, Camaros, Javelins and others, which appealed to the crowds, were replaced with tube frame lookalike. (Shades of current NASCAR).

These changes only altered the program for our yearly trip on Memorial Day to Lime Rock for the now IMSA series races, which did offer a wider variety of cars to watch and the ability to wander the paddock before and after the races. This time period was prior to my PCA membership but amongst the group I traveled with to these events were a number of old time PCAers, some of whom are still active. Getting there sometimes was half the fun and one year we all traveled in a limousine which I piloted (a very appropriate term given the size of the vehicle) on the way back as the designated driver. I continued to attend races at Lime Rock for many years, eventually moving over to the Labor Day vintage races in later years.

Summer of 1970 was also the time of an interested trip with some auto buffs (I think that was the term used in those days) from college to Bridgehampton to see the CanAm races. This was the time when the McClaren team was totally dominating the series with Bruce McClaren and Denny Hulme at the wheel.

At this race a lone Porsche, I believe a 908, driven by Tony Dean was there, and although no where nearly as fast as the McClaren, it finished 3<sup>rd</sup> or 4<sup>th</sup> I believe. After crossing Long Island sound on the ferry we drove thru eastern Long Island to the track, which like many old tracks of the day was marked by a simple, small sign on a nondescript road. Arriving on Friday we found plenty of space to set up camp (this was my last camping trip to this day) in what we thought was a prime location near the dunes. Well after going out for a bite to eat on our return a great number of people had arrived and our little campsite was amongst what looked like a small city of similar tents stretching everywhere, along with the loud roar of Harley motorcycles doing jumps over a ramp in the sand. Later we found these were part of the "Devils Disciples" club that had been hired to keep spectators out of the infield. Next day we checked out the paddock area and I was amazed at how small these Group 7 cars really were. It seems most of the pics in magazines had no refer-

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# Minutes Of The Board

Jill Maserian- September 18th, 2008 Board Meeting



The September board meeting was held on September 18th at the Bergen residence. In attendance were Bruce Hauben, Bob Canter, Joyce Brinton Jill Maserian, Chris Mongeon, Steve Ross, Karen and Bob Cohen and our hosts John and Dot Bergen. The meeting was called to order at 7:25pm by Bruce.

Steve Ross led off with the Activities report by stating that the August Concours event was unfortunately cancelled due to impending hurricane. Those who paid in advance would be entitled to a refund. He continued by summarizing recent activities such as the 4<sup>th</sup> Autocross (AX) event, held on Labor Day week-end, which was a success.

Jon Cowen, newly serving as Registrar went very smoothly. Then he turned to future events. Steve stressed that the Oct 26<sup>th</sup> meet is last AX session of the season. Dates for next year's Autocross season were under negotiation. Also, the committee was exploring the possibility of sponsoring a youth driving day, but details were to be determined.

Bruce Hauben provided a 2009 Ramble update. He began with a high level summary of the three day event and concluded by confirming that the contract was finalized (as tradition dictates – the venue will remain undisclosed until Bruce announces it at the Annual Banquet in December). With the accommodations secured, this meant that he and Joyce would embark on the next phase – a mission to find the optimal route.

Next up was Bob Canter, Activities Chair, who outlined the roster of past and upcoming activities. The Essex Cruise, scheduled for the following Sunday, was sufficiently subscribed. The Rally and Tour of Battleship Cove in Fall River still had some spaces available for people to sign up. Other future activities included the Auction which would take place on Saturday, November 15<sup>th</sup> at Larz Anderson Museum, followed by the Annual Banquet on December 6<sup>th</sup>.

Treasurer Karen Cohen confirmed that the Financials report, which was circulated in advance of the meeting, continued to show that finances were strong. DE track and Autocross revenues were in line with expenses. A motion was made to accept the Treasurer's report as submitted. The motion was approved.

Membership Chair, John reported that the club had 1392 primary members, which was slightly lower than previous months. As a result, the Board discussed ideas about how to expand membership. Would be explored and reviewed at the next

meeting.

NOR'EASTER Editor Dave Weber submitted his report in advance. This included an updated overview of deadlines for articles and information about potential web site maintenance options. John Bergen agreed to head a sub-committee to explore various vendor proposals for ongoing design and content maintenance.

The NER Web site usage update report was also submitted in advance by Matthew Wallis. He reported that site usage was in line with previous months. DE and Autocross schedules continued to top the list as most viewed portions of the web site.

Bruce presented his President's report by announcing the DE track committee members for next season. George Bixby will work with Bruce as Chair, along with Mark Keefe -Registrar, Steve Artick-Instructor Training, Peter Tracy- Chief Instructor, Stan Corbett- Track operations. An opening for a marketing role to secure sponsorships remained. It was decided that NER would continue co-marketing many DE events with the North Country and Upper Canada regions, including next year's novice event and joint-instructor clinic days. Bob Canter volunteered to assist Bruce in exploring opportunities to advertise NER events in other regional newsletters.

The DE schedule was also shaping up. The Watkins Glen was confirmed for September 2nd and 3rd. Work was underway to secure dates

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## Happy PCA Anniversary

### Thirty-Five Years

Dave Melchar

### Thirty Years

Don Plant

### Fifteen Years

Paul Avery

Robert Barboza

### Ten Years

Hayden Downes

Robert Spagnola

Steve Boris

Gene Goldstein

John Hoenick

# Double Clutching

Bob Canter



Well now it is the end of September and it really is true that the older you get the faster the months and years go by. I remember as a kid it always seemed that as soon as school ended that the summer would last an eternity before school would start up again in the fall. It really does seem now that it was just yesterday that I was taking the car cover off the 911, giving it the once over before firing it up and driving off once again behind the wheel with a whole summer ahead of me to enjoy cruising, weekend drives, going to Autocrosses and Driver Education events etc. So why is it exactly that the older we get that time seems to accelerate?

Haven't figured that out yet as to why but I do know I have crossed that timeline that says I am closer to death now than I am to my birth and I am sure as heck would prefer viewing time the way I did as a kid when summers used to last an eternity. I really do find it a bit disconcerting that I am already thinking about putting the 911 away for the winter. My personal timetable for

***I asked a few autocross instructors to go out with me and critique my driving which didn't bring back any glaring weaknesses.***

putting away the car for the year is based upon the weather. I will drive the 911 right up until the first snowfall and not bring it back out again until the first rain of March/April that washes away the remnants of whatever salt might still be on the roadways. It does seem that this past spring/summer/fall we did see more rain than we have in the recent past but due to personal circumstance documented in a previous article the 911 had to become more of a daily driver for me so the concern of driving in the rain was never really an option. It is something when you don't have a choice about doing something how little of a concern it will become such as driving in the rain. You don't know how prior to this year even the thought of driving in the rain was like sentencing the 911 to a rust filled purgatory that at sometime in the future I would live to regret.

Still once the 911 is put away for the winter the thought of going another 4/5 months without being able to drive the 911 actually creates a void. I don't know if the rest of you get to feeling

the same way I do but by the time March rolls around I am frothing at the mouth for the chance to drive my car which always leads to me questioning myself as to why exactly am I am living in the Northeast when there are warmer places I could be living, and driving the 911 12 months out of the year". One of these days telling myself that it has to do with my love of the changing seasons, the opportunity to see the fall foliage, spring time and the beauty of that first snowfall will be surpassed by the realization that in the middle of February I am freezing my butt off and I just paid \$700+ to get 200 gallons of heating oil.

On August 31st I participated in the next to last autocross of the season for NER. All season for some reason I have been having a difficult time being competitive in my bracket. I couldn't understand why and even started questioning whether I could have taken a step backwards in my driving ability. Was I doing something different than I have in past seasons? I thought about changing torsion bars, struts and shocks, wider tires and a host of other things. I asked a few autocross instructors to go out with me and critique my driving which didn't bring back any glaring weaknesses. Then I happened to ask Paul Tosi to take a ride with me, and at the end of our ride he asked what kind of tires we were riding on and how old were they. I told him I

was using R-Compound Michelin Pilot Sport Cups which were 4 years old. His response was that might be where your problem lies. He said that would explain why I was skidding thru the slaloms as much as I was. Prior to each autocross I would inspect the tires to see if there were any bald spots but never considered if I had used up the effectiveness of the R-Compound tires prior to them having shown signs of getting down to the cord. Now as it would happen at the end of this very autocross I noticed that I had corded out the front right tire by the end of the day which also means I probably should have replaced the tires long before that. Two weeks later I participated in an NCR autocross and this time left my street tires on and wouldn't you know it my times improved and the car handled better. Moral of the story, think simple solution first and don't try and be cheap by putting off what you know you should do sooner than later.

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# Flat Sixer

John Bergen



There were many things going on this past month, both from a Porsche side and a family side. First the family side, I may have mentioned to you before that my youngest son Sean and I are itching to get a dog. He recently took two books out of the library for me to read. Both books were about family dogs.

The first book was "The Art of Racing in the Rain" by Garth Stein. This book had a picture of a dog on the front cover and Sean figured it would be a good story for me to read. The book was actually about a race car driver who happens to have a dog and the story is told through the eyes of the dog. It's a quick read and I enjoyed it.

The second book was "Marley and Me" by John Grogan. This is a story about life with a very big and energetic Labrador Retriever. The lesson I took away from this story was that I would not be getting a yellow lab. I'm actually leaning more towards a terrier since I grew up with them. The trick now is to get my wife on board with the idea.

## ***This day I would be running in Blue and looking to get a second sign off so that I could move to White.***

Now on to track time; I finally made it back to the track twice in September. My first event was up at NHMS on September 4<sup>th</sup>. This was a single day event so I decided to drive up the morning of the event. The weather the day of the event was warm and according to the crack weather crew at WBZ it was going to be a hot one.

I made sure to pack my cooler with plenty of water and Gatorade. I also packed plenty of ice to keep things cold. I won't bore you with the details of the drive, but I will say that I arrived at the main gate of NHMS at about 7:20. Much to my surprise the gate was open and the outer lot was empty, so much for NHMS sticking to a 7:30 time for opening the gates.

This day I would be running in Blue and looking to get a second sign off so that I could move to White. The running joke about White is that they are the great unwashed. The more I talk to instructors about White the more stories I hear about the many challenges the group faces. I'm sure some of you know what many of those

challenges are, the main ones being point bys and developing bad habits while driving alone.

I am personally concerned about developing bad habits, but one way I know to reduce the risk is to ask an instructor to ride along with you if they have time. I have had a number of different instructors over my DE career and each one has given me insight into new things.

The morning flew by as usual and the driver's meeting was over before I knew it. This was Laurie Jitts's last DE Event as Track Chair. He did a great job over the past two years and we were lucky to have him. We'll miss you Laurie!

Luckily we were able to find a person who was ready, willing, and able to step in to fill Laurie's shoes. That person is George Bixby, and he along with Bruce Hauben will be overseeing the Track Committee moving forward. Thanks George!

Prior to beginning my first run I was able to stroll around the paddock and snap some pictures.

During my wanderings I saw some of the usual suspects. Joe Chappell happened to have his

trailer parked close to mine. He also reserved a garage stall and I ended up seeking shelter there throughout the day. Jeff Talling was also in attendance and he was parked on the other side of the garages, he and I ended up eating lunch together at the track restaurant, which turned out to be

nicely air conditioned.

Anyway enough small talk, let's get to driving. My first run on the track seemed greasy. I felt the car sliding a bit, especially in turns 2b, 3, and the bowl. This was a bit unnerving for me since this was my first time out since Mount Tremblant. I made sure to keep my speed in check and concentrated on being as smooth as possible in those turns. This strategy worked nicely and by the end of the run I was driving some good consistent lines.

When I came into the paddock I immediately checked my tire pressures. I wanted to make sure that I was running about at 40 psi hot in all of my tires. I forgot to mention that I had checked my pressure prior to starting out and I used cold tire pressures of 35 in front and 37 in the back. This as it turns out was probably a bit too high given the temperature of the air and track but it still didn't explain the slippery feeling I had experienced on the track.

*continued on page 32*

# In The Pits

Laurie Jitts



If this month's writings seem a little vague and meandering you will have to forgive me. Having just concluded the Targa Newfoundland yesterday I am somewhat sleep deprived and completely physically drained. Of course I started with the best intent of writing my article as a sort of log over the last week but reality was that at the end of each day's activity I was lucky to make it to bed before falling asleep. At the Targa your day starts well before sun-up, you are usually on the road by 6.30 and the driving doesn't finish until at least 7.30 that night – then you do any maintenance required (or if you are the navigator you spend somewhere around 3 or 4 hours reviewing the course notes for the next day) – not much time for writing. So here I am in a panic to get this written before I incur the wrath of Mr Weber.

Anyway let me start at the beginning. The Targa Newfoundland is an annual road rally held over a 2500 kilometer course throughout eastern Newfoundland. The rally proper is held over 5 days and of the 2500 Kilometers a total of roughly

## ***The theory was that until you have driven the roads in Newfoundland you have no idea what you are letting yourself in for . . .***

500 are divided amongst approximately 40 separate closed road competitive sections and the balance is transit between the various "stages". This year there were 87 cars entered amongst the various classes and groupings. To completely explain how these various groups are derived would take a lot more space than our magazine allows me so let me do my best at explaining the competition in as succinct a manner as I am able. To start with the Targa is divided into 2 major categories the Targa competition and the Touring competition. Both are run over the same stages but the rules of engagement are somewhat different. The Targa competition is run like a full on rally and the Touring competition is more akin to a Time/Speed/Distance (TSD) event.

In the Targa competition all cars are classified. Generally this is done first by age (over 30 years = classic or less than 30 years old = modern), then by state of tune (modified or stock) and then by engine size (greater than 2 litre = large displacement

or less than 2 litres = small displacement). Then a whole bunch of formulas are applied and in the end there something like 8 different groups or classes of cars all fighting for the title of outright winner. To make this a fairer competition (given the huge disparity of vehicles entered) each of these groups are given different "target times" for each of the competitive stages. Obviously the faster, more modern, larger displacement vehicles are given more challenging times than the older, less modified, smaller engined vehicles. The challenge for all drivers remains the same however – beat the "target time" for their class. As long as their time is quicker than the target time (and it doesn't matter by how much) they are considered to have "zeroed" the stage – i.e. they have lost zero points. Every second over this time however will cost those drivers points. At the end of the Targa the team that loses the least points (no matter what class they are running) is the winner. Just to put some perspective around the variety of vehicles and drivers

who turn up to compete for the win, the cars ranged from "Works" vehicles from both the Subaru and Mitsubishi factories to 60's Minis and Austin Healeys and the drivers ranged from professional "Works" drivers through to the local Vicar who likes to bring his 30 year old Porsche (donated by the

congregation) and has competed in the last 7 years.

My Brother Stephe and I were advised (as complete newbies) to enter the Touring competition rather than the full on Targa competition. The theory was that until you have driven the roads in Newfoundland you have no idea what you are letting yourself in for in terms of either self preparation or preparation of your vehicle. The touring competition is theoretically a little less hectic than the Targa. Having now completed the week I believe I would offer the same advice to anyone else intending to get involved in the event. In a Touring competition there are only 2 classes – Equipped and Non-Equipped. In the Equipped class you are permitted to run a rally computer which calculates average speeds and times and provides the facility of knowing distance to finish. Non-Equipped cars are allowed nothing more complicated than a highly accurate Odometer – all the rest is up to the navigator to

*continued on page 33*

## Calendar At A Glance

### October

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

### November

15 Annual Auction  
@ Larz Anderson

### December

6 Annual Dinner

### February - 2009

7 50th Anniversary Dinner

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

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

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

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

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

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

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

### Directions: From Route 16

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

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

### Registration Request:

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

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

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

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

**Chris Ryan, 28 Myrick Lane, Harvard, MA 01451**

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# Autocross #5 - The Season Finale - Class Winners To Be Decided

## Sunday, October 26th

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

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

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

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



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### Service

Contact Mike 978-531-0808  
[info@autobahnperformance.com](mailto:info@autobahnperformance.com)

# Annual NER Auction

## Saturday, November 15th - From 11:30 AM to 2:00 PM

The Northeast Region has a long history of auctions that go back to the '70s. Long before eBay, parts and pieces were being passed between members at yard sale prices. The auctions have been held in warehouses, parking lots, restaurants and the Museum of Transportation. We've sold everything from whole cars to checkered potholders. Even a vegetable steamer came under the hammer one year. There always seems to be a supply of Porsche dealer posters and used parts are allowed, but lets be reasonable — no used brake pads this year, unless they are off a 917 and suitable for display.

This year's auction will be held at the Museum of Transportation on Saturday, Nov 15<sup>th</sup>, 2008. That will give everyone plenty of time to clean out the garage and put the good stuff aside for the auction. No buyer's fee, no seller's fee, and free food besides. That's a deal that even Barrett Jackson can't match.

We can auction anything that you can carry in as long as it's reasonably clean. So you can change out of your Saturday morning chore clothes for the event and won't have to get dirty. It would be helpful if you put your name on your items so that we can get the cash to you faster.

The doors will open at 11:30 am, with a luncheon buffet available at 12:00 pm. We'll start the bidding soon after that, but give you time to eat so that you won't have to worry about jumping up with a plate full of food in your lap. And you *will* be jumping up as the bidding gets going. Many of these items find their way to eBay for a sizable profit the week after the event. That also means that if you want to eat you'd better be on time. Side deals have been known to be done before the bidding starts, so gauge your arrival accordingly.

Anything automotive qualifies, and we will accept the occasional kitchen appliance. Bring what you've got. As long as it's not on the way to the dump we'll put it up to bidders. Our auctioneer, Tom Tate, seems to have the ability to put a value on anything. So bring stuff, see friends, have a bite and go home with cash.

We'd like to have a headcount for food purposes, so please let us know if you'll be attending and how many will be in your party.

### Directions:

#### From Boston:

Take Rt. 9 West and take a left on Lee Street (the Rt. 9 reservoir will be on your left). After taking a Left at Lee Street, follow until the road dead-ends at your next set of lights, about 1.5 miles. This will be Newton Street. Take a Left at the lights and then immediately bear right. Ahead ¼-mile on your left will be Larz Anderson Park and the entrance to the museum.

#### From Points North:

Take Rt. 128/I-95 South to Rt. 9 East toward Boston. Follow Rt. 9 about five (5) miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach the next set of lights. Take a left at the lights onto Newton Street. Immediately bear to your right and follow 1.4 miles. On your left will be Larz Anderson Park and the entrance to the museum.

#### From Points South:

Take Rt. 128/I-95 North to Rt. 9 East toward Boston. Follow Rt. 9 about five (5) miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach the next set of lights. Take a left at the lights onto Newton Street. Immediately bear to your right and follow 1.4 miles. On your left will be Larz Anderson Park and the entrance to the museum.

#### From Points West:

Take Rt. 90 East until you reach Rt. 128/I-95. Take Rt. 128/I-95 South to Rt. 9 East toward Boston. Follow Rt. 9 about five miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach the next set of lights. Take a left at the lights onto Newton Street. Immediately bear to your right and follow 1.4 miles. On your left will be Larz Anderson Park and the entrance to the museum.

### Registration Request:

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

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

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

**Please pre-register for this event by November 10th ; email Chris Ryan at [ryan28@charter.net](mailto:ryan28@charter.net) or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451**



# 2008 Annual Dinner Gala

Mark your calendars for the Northeast Region's premier social event, the 2008 Annual Dinner Gala. This years event is being held at the Oakley Country Club located in Watertown, MA. Dust off those tuxedos and evening dresses, practice your dance steps, and think about an elegant evening of fun, food, awards, door prizes, dancing, socializing and reminiscing about everything that's happened in 2008.

The festivities will begin at 6:30 PM with cocktails and Hors D'Oeuvres so plan to arrive early and catch up with friends before dinner which will be served at 7:30. The chef at Oakley will be offering Beef Tenderloin or Chicken Picatta for your dining pleasure. Musical entertainment will be provided by the Vic Paul Trio, who is always happy to take requests. After dinner and awards, there will be time for dancing and more socializing until 10:30 or so.

Tickets to the 2008 Dinner Gala are \$55.00 per person if payment is received by November 28th and \$65.00 thereafter. Register now to insure that you'll be part of the celebration!

Contact Chris Ryan with any questions you have or requests for special dietary needs, etc. You can reach Chris at ryan28@charter.net or 978-772-9546.



## Oakley Country Club

Watertown, MA

Saturday, December 6th

6:30 Cocktails & Hors d'ourves

7:30 - 10:30 Dinner, Dancing

Directions from Rt 128 (I-95).....Take exit 28 (Trapelo Road). Follow east toward Waltham and Boston for 5.5 miles. At the Brighams Ice Cream intersection, Trapelo Road turns into Belmont Street. The Club driveway is the first right after the intersection.

Directions from Boston..... Take Storrow Drive west to Soldiers Field Road. Follow the signs to Rts. 2 and 3 to the Fresh Pond Parkway. Bear left immediately onto Route 16 (Mt. Auburn Street). Pass the Mt. Auburn Cemetery on your left. After the Star Market/Shaw's bear right at the fork in the road onto Belmont Street. The Club driveway is .8 miles ahead on the left.

Oakley Country Club - 410 Belmont Street - Watertown, MA 02472 - 617-484-2400

## Reservations

DEADLINE  
NOVEMBER 28, 2008

LATE REGISTRATION  
NOVEMBER 28, 2008  
PRICE INCREASE

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

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

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

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

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

Total # of people \_\_\_\_\_ x \$55.00 per = \$ \_\_\_\_\_ TOTAL ENCLOSED (payable to NER/PCA)

Late Registration: After Nov. 28 price is \$65.00 per.

Make your check payable to NER/PCA

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

### ENTREE CHOICE:

- Beef Tenderloin  
 Chicken Picatta



# Essex River Cruise

Copy & Photos By Chris Ryan

Sunday September 21<sup>st</sup> was an absolutely gorgeous day to take a drive up to Essex for our trip aboard the Essex River Queen II on the Essex River. Eighteen NER members along with a group of non PCA-ers boarded the boat promptly at 10:30 for our tour. Once on board, we were treated to a colorful explanation of the wildlife and historical tidbits about Essex shipbuilding and some of its more storied residents by Captain Dan, who seemed to have limitless knowledge of everyone and everything about the area.

The tide was dead low this particular day, but Captain Dan guided the boat effortlessly through the narrow channels among the moored boats, many of which sat resting on the mud waiting for the tide to bob them back to life. As we glided out towards the mouth of the Essex River, he pointed out every Heron, Egret, and Kingfisher we passed by. With the low tide, we also saw many clambers at work, digging for the day's harvest while access to the mud flats was available. Dan explained that their catch would be dinner in the local restaurants that night.

Another curious phenomenon was the floating houseboats moored at various points along the river. Dan pointed out that these units were no longer able to be granted moorings anymore in an attempt to restore the area to its original pristine state. Apparently, in their heyday, there were many more of the structures moored all over the area, and they were not subject to waste dumping regulations that today's owners are. Apparently, the policy has worked, because Dan said the harvest from the area's clam flats can go direct to market without the need for any shellfish cleaning or purification process, as long as there are no outbreaks of red tide.

As we continued out toward Essex Bay, we were treated to spectacular views of Hog Island and the backside of Crane's beach. Even though it is late in the season, pleasure boats



Waiting for high tide

passed us regularly on their way out for a cruise or maybe some fishing on this beautiful day. Everyone had a friendly wave for us. As we watched a couple of lobstermen checking their traps, Captain Dan did his best to convince us that a recreational lobster license, while allowing one to engage in the pleasure of catching your own lobster, would surely result in that being the most expensive lobster you would ever eat, after factoring in all the ancillary costs of boats, motors, fuel, trucks, trailers, etc. I guess those who don't understand could say the same about Porsche racing ... but what do they know.

Captain Dan continued to provide us with interesting stories about the filming of "The Crucible", where fields were cleared and crops planted to appear as the farmland did in the original story. Only when the crops withered and died during filming due to dry conditions, entire fields of crops were actually dug



Captain Dan points out things of interest



Lesia & Ted Shaw



*Cue the birds*

up from a local farm and transplanted to make the film – at great expense. Another interesting story involved a house foundation on one of the islands, actually all that remained of

a larger home that had been built by one of two brothers on the island. Only it turned out that the second brother's home blocked the view of the first brother's home, and a family feud ensued. Eventually, the second brother dismantled his entire house, and moved it over to another area of Cape Ann where he reconstructed it – and never spoke to his brother again.

We headed back to the Marina where Captain Dan once again expertly guided the boat back to the dock. By this time, the tide had rose considerably so all the boats that had been sitting on mud flats were now, once again, afloat. We disembarked, and gathered for a brief meeting describing our upcoming event to Battleship Cove in Fall River. Luckily, Charlie Dow was on hand to describe his plans for a 60 mile rally to get us to our destination via the scenic route. Our group then split up – some to Woodman's, some to Farnham's for local clams, chowder, and other local dishes, perhaps some to Periwinkles, proclaimed by Captain Dan to hold the honor of best local chowder according to the People's Choice contest held at the Annual Essex Clam-fest. Hopefully, the group will have an opportunity to compare their lunch choices that ended up this beautiful September day in Essex.



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# Polo & Porsches

Copy By Chris Ryan, Photos By Dave Weber

Sunday, August 24<sup>th</sup> turned out to be an absolutely spectacular day for a trip to Myopia Hunt Club in Hamilton to watch an exciting Polo event hosted by Hood Yachts. Almost all the 60 or so NER members who signed up for the event began arriving shortly after the gates opened at 1:30. The staff at Myopia had cordoned off an area along the south side of the field for the Porsche Club folks to display our cars and enjoy some tailgating and socializing time before and during the match.

As the cars arrived and folks began to set up, it became clear that everyone had come prepared not only to enjoy a Polo match but to do some serious tailgating as well. Out of the cars came the grills, coolers, folding tables and a few white tablecloths and soon people were enjoying chilled champagne, grilled kebabs, salads, pastries and more. Members also had a chance to catch up with friends and check out each others' cars. It was quite a relaxing way to enjoy the afternoon sunshine.

Promptly at 3PM, the horses were seen parading onto the field and the match was underway. Teams were made up of Myopia Hunt Club players, many of whom live in the area and others who play Polo on various collegiate teams across the country.

The "Green Team" was off to a fast start led by star player, Nick Snow, who also happens to be this year's Captain of the Polo Team at Harvard University. In fact, Mr. Snow seemed to be in the center of just about every play, and ended up scoring nine of the eleven goals eventually racked up by his team. Team-



Young PCA'ers were also in attendance



Which way will prevail



Racing for a score



Part of the large turnout of PCA'ers



At full gallop



The Dudley family enjoyed the afternoon



Tailgating in style was very popular



Jill Maserian & Susana Weber

mate Dave Strouss had the other two. Even though the match was a bit one-sided during the first half, it was fun to watch the bunched up ponies galloping by at full speed with their riders vying for their chance to whack that little plastic ball. One of the exciting things about Polo is the fact that you are planted fairly close to the action, which often ends up close to the sidelines or just over them. Luckily, polo ponies, like Porsches, tend to have very good brakes, so as

long as you stay "behind the white line", you're pretty safe.

On at least one occasion, during penalty or injury time-outs, riders or referees standing nearby called over to my neighbor, who's shiny black replicar 1957 speedster was quite noticeable, to ask about the car. Perhaps our little car show was as much of a spectacle for the players on the field as they were for us.

At the end of the third chukka, the traditional stomping of the

divots took place, and everyone had a chance to stretch their legs and help perform a little needed grounds maintenance. After the break ended, the fourth chukka was underway, and the red (or was it white?) team started to mount a comeback. Things got exciting when young Alex Ingram scored their 5<sup>th</sup> goal with an impressive under the left side of the neck swing (Polo players all play right handed) bringing the score to 5-9, but still in favor of the Nick Snow and company. His teammate Nick Riva got the score to within 3 in the 6<sup>th</sup> chukka, but after another shot by the unstoppable Nick Snow, the match was called with 30 seconds left and the Greens prevailed, 11-7.

As the players gathered near the stands for pictures and to congratulate each other and socialize with the audience, NER members began packing up their mobile dining setups and stowing equipment for the trip home. It couldn't have been a nicer day to enjoy a Polo match, and the Northeast Region PCA members wish to thank Nancy Keller, Amanda Hersey, and the staff at Myopia for welcoming us to this event and allowing us to gather as a club and enjoy an exciting Polo match at Myopia.

# Watkins Glen DE 2008 - And A Early Update On 2009

Copy By Bruce Hauben, Photo By John Bergen

As many of you are aware, our usual end of July DE event at historic Watkins Glen was taken away by the track as they needed to do some repaving before several of the pro races; yes, taken away. All of our DEs are run and controlled with contracts between the track and the region, generally being very specific about each party's responsibilities and obligations. Without exception these contracts give the track the right to rescind our (and all similar clubs') dates at any time, without notice, and at their will. Most tracks are loathe to do this and do not exercise that clause capriciously. The Watkins Glen management has always been one of the best of all our venues, from top to bottom, and that makes it easy to work with them.

Fortunately we were offered and gladly accepted similar days of the week, Wednesday and Thursday, on Sept. 9-10. By the time we found out about this schedule change, many drivers had already firmed up and made commitments for their track days; so the registration was less than usual. But this was great for those who came to the event as everyone had a minimum of 2 hours on the track each day. With only three run groups, even though all the instructors only had a single student (NER's policy), we spent a lot of time on the track driving and riding and coaching. Thanks to all instructors who participated.

Our long time Watkins Glen DE sponsor, European Performance Engineering, again stepped up and did their part in helping make the event possible. In fact, owner and DE instructor Jerry Pellegrino helped us out on top of his sponsorship by filling in when needed with students, what a guy. Seriously, Jerry and EPE are always ready and happy to help and support NER and our programs; many thanks EPE.

One of the major aspects of any DE is the weather which we all know can make or break an event. It's always a crap shoot, most of us over the years have 'lost' part of or even an entire event due to rain. Sure, many drivers with street tires or mounting their 'rains' will drive in wet weather, but it's just not the same. Watkins Glen seems to generate its own micro-climate which can be the opposite of what's happening down in the valley and along the lake. I'm happy to report that the weather for this event was *ideal*. We had two days of scattered clouds,



Prepped and ready to go



Barry Brensinger

wonderful blue skies without pollution, and temps in the low 70s. Tires heated up nicely providing great grip on the track. *I'm going out on a limb and predicting similar great weather, maybe a few degrees warmer, for our Watkins Glen event Sept. 2-3, 2009. Remember, you heard it here first!*

Funny, sitting here now writing this and thinking about grip, I

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Start of the Enduro

can't recall noticing where the track had been re-paved. Clearly those areas that needed work had been previously patched and the new work was seamless.

The second day of the event saw our NER signature Enduro for the Black & Red run group drivers. Working this one into the schedule resulted in a 70 minute track session with a mandatory 5 min. 'pit/rest stop' for all. Like the rest of the DE event it

went great and was incident free, no black or red flags, in fact not even a yellow caution.

Two great days at historic Watkins Glen, no bent metal, lots of track time, lots of time with friends, what more could anyone want!!

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# Autocross #4 - From No Place To First Place

Copy By Geoff Kronik , Photos By William Payton

The foothills of the learning curve are often quickly scaled. Believing what follows will be equally easy, you proceed upward with more confidence than ability. In autocross, this ensures a swift humbling.

I arrived at NER #4 under clear August skies, with three events' steady progress behind me. Surely this happy trend would continue. I lined up, waved away instructors who offered me help, and roared off solo to establish myself at the next level.

I hit the first pylon on the first turn. That cone would soon have company, and even without deductions, my time would be certifiably glacial. I had reached the next level—but to my dismay it was down, not up.

Now I had a choice. I could work on basics, like proper steering and timely braking, or deem that first run aberrant and wait to be magically transformed into Kimi Räikkönen. The decision was easy: I waited to become Kimi Räikkönen.

I was still waiting—in vain—when Ron Mann got in my car for an instruction run. Ron has been a great source of guidance for me this year, and he'd recently mentioned wanting to check firsthand on how I was doing.

It speaks to his character that I haven't yet heard from his attorney. With my every leaden input, Ron's helmet snapped in ways that made me fear for its contents. In the periphery I saw his feet hammer imaginary pedals, and though I had real ones at my disposal, it seemed he had more car control than I did.

Needless to say, the run was rich in discussion points. Ron was admirably selective, riffing mostly on brake and gas, and he left me with a Stirling Moss quote: "You present the car to the corner using the steering wheel, you steer the car through the corner using the throttle."

Stirling Moss is a champion. A British knight. His driving embodies his own poetic words, phrased in the King's proper, while across the pond, my driving embodied at best the vernacular, likely the profane. Had Sir Stirling been my instructor, he'd have said: "The corners resent your presentation, and you should be throttled for how you steer through."

My afternoon was an extension of the morning: a welter of tumbling cones, with my mind now beset by the futility of trying to channel Stirling Moss. Searching for consolation, I found it when I saw a car run the course with its windshield wipers



*Avoid that pylon at all cost*

unnecessarily on. At least I hadn't done that yet.

Minutes later, mid-run, I had. Being humbled is rarely partial. I knew I should ignore the flapping blades, but couldn't: I swatted the lever, and fluid spattered the windshield. Now I'd engaged the washers, just as the course demanded a deft response to a nasty ninety-degree pivot.

Then everything stopped. It was sunny, after all, and I suddenly understood the true purpose of rain-sensing wipers: to rescue the flailing autocross novice. Saved by a microchip, and probably many, installed by Porsche to protect fine cars from questionable drivers.



*Cayman's are great autocross cars*



*In tight around the cone is key*



*At the start and headed toward the finish*



*The wide open spaces of Devens*

The day ended with me failing to place, or even hit my goal time. I left chastened, the humor that had sustained me all day momentarily in abeyance. Fortunately the next NER event was seven weeks off, so there'd be time to regroup

Too much time. How could I wait so long for more autocross thrills, regardless of performance? And what about the people I looked forward to seeing? The next day I registered for a North Country Region event, and two weeks later was back at Devens. In the rain.

The rain! A small flood surged down my A-pillar, and soaked my knee. Overconfidence would not be a problem today: when Fred DeNapoli offered instruction on my first run, I gladly accepted.

During Fred's fine post-analysis, which focused on steering, he called my pace "exploratory." This was the best use of diplomatic vocabulary I'd heard in months, but at least I'd driven clean. Two runs later Ron Mann joined me, and reiterated his injunctions about brake and throttle. Not done, in the afternoon I worked with Ollie Lucier on line skills.

Take a proper attitude, good instruction and more seat time—not to mention the rain stopping. Add encouragements from George Skaubitis and Jon Cowen, drivers I admire, also Apollo Sinkevicius, who pilots his Cayman S in a way mine deeply envies. The result was a benevolent conspiracy that helped me win novice class at the NCR event, which also meant being summarily ejected from it. Given the future competition, my first place trophy will be lonely for a while.

Which is fine, because to paraphrase one of Stirling Moss' countrymen: "It was the best of times, it was the best of times." That's how a tale of two autocrosses—any two autocrosses—begins and ends.

*continued on page 26*



*Looking for the next gate*

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# Results For Autocross #4 - Sponsor



Class	Place	Driver	Car Model	FTD
1	1	Tom Tate	914	76.915
	2	Richard Towle	914	77.223
	3	Sigrid Schnoerr	914	77.798
2	1	Joe Kraetsch	944	78.656
	2	David Case	944	81.175
	3	Lisa Roche	944	81.51
	4	M Moushon	944	84.245
	5	Guile Wood	944	85.136
	6	Bill Aubin	944	86.573
	7	Andy Case	944	92.707
4	1	Jack Saunders	944 S2	100.556
5	1	George Rouhart	968	76.398
6	1	Francis O'Day	914-6	85.557
7	1	Michael Tosi	911	76.859
	2	Dick Demaine	911 C2	78.062
	3	Chris Ryan	911	79.023
	4	Robert Canter	911	81.42
	5	Jeff Johnson	911	84.164
	6	Steven James	911	86.585
	7	Gerry Fitton	911 SC	88.22
	8	Russell Shu	911	90.944
8	1	Jonathan Cowen	Boxster	74.667
	2	Oliver Lucier	Boxster	75.141
	3	Greg Osche	Boxster S	76.928
	4	C Colburn	Boxster	78.03
	5	Chris Osche	Boxster S	79.54
8SS	1	J MacDonald	Boxster	77.439
	2	Steve Ross	Boxster	79.326
	3	Mary Chevalier	Boxster	84.709
	4	Geoff Kronik	Cayman	85.722
	5	Michael Hatto	Boxster	86.574
	6	Art O'Dea	Boxster S	86.866

Class	Place	Driver	Car Model	FTD
10	1	G Skaubitis	RSA	78.268
	2	B Marchwicki	RSA	79.404
	3	C Skaubitis	RSA	89.136
11SS	1	Paul Tosi	997	76.28
	2	Jake Moreau	996	77.506
	3	C Fahy	996	81.304
	4	Noah Parekh	996	82.439
	5	Susan Kelley	997	83.674
	6	Greg Licameli	996	86.202
	7	William Nerney	996	87.489
13	1	Steve Smith	944	83.783
14	1	S Lefebvre	GT3	73.473
	2	Mark Skala	914-6	73.618
	3	C Stromeyer	911 TT	74.856
	4	Fedele Cacia	964	76.86
	5	Anthony Cacia	964	77.599
	6	C Tuck	911 S	83.605
	7	David Tynan	Cayman	83.652
	8	Mike Bete	Cayman	83.766
15	1	Ronald Mann	911	73.913
	2	Mark Schnoerr	997 GT3	75.081
	3	Dave Grant	GT3	81.689
16	1	Mi. Aponte-Rios	BMW	72.625
	2	Phil Kogan	Miata	76.86
	3	Emilie Lachance	BMW M3	83.523
	4	Ian McGuinness	Miata	84.919
	5	Bill Paynton	BMW M3	86.121
	6	Al Smoklin	Miata	89.561

# 2009 NER Board Nominating Committee Report

Copy By Bruce Hauben

**B**ruce Hauben Nominating Committee Chair, reports that the following individuals are being proposed as candidates for the region's 2009 Board of Directors. All region members and affiliates are eligible to vote when ballots are mailed in early November to all members of record as of October, 2008.

President: John Bergen  
VP Activities: Steve Ross  
VP Admin: Chris Ryan  
Secretary: Jill Maserian  
Treasurer: Karen Cohen  
Membership: Dick Anderson  
Newsletter Editor: Dave Weber

Should any region members wish to put their name in consideration for any of these positions in 2008 they should contact Bruce at: [BMH993@porschenet.com](mailto:BMH993@porschenet.com) or phone (978)952-8517 or his committee members: Steve Artick email: [sartick@comcast.net](mailto:sartick@comcast.net), Joyce Brinton (978)952-8517, or Robert N Cohen (978)779-2226



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# Porsche News

Copy Courtesy of Porsche Cars North America

## **Porsche Gives First Official Peek of its New Panamera Kicks Off Important Roll-Out Campaign**

Atlanta, September 15, 2008 – Rather than rolling to the starting line—as is befitting a Porsche sports car—the new Panamera Gran Turismo is rolling into the public limelight for the first time on a new website.

Starting today, and marking the long-awaited product marketing roll out of this Porsche model line, Panamera Online Magazine will offer a wide range of the latest information on this soon-to-be member of the Porsche product family.

Along with facts and updates, this site, [www.porsche.com/panamera](http://www.porsche.com/panamera), will include videos of disguised prototypes on test drives. Additionally, Porsche will begin a multi-stage direct mail campaign to select Porsche owners and enthusiasts.

Porsche said it will release the first official press photography of the Panamera Gran Turismo later this year. However, worldwide autophiles today will have the chance to experience the concept of this highly-anticipated four-door sedan in the Panamera Online Magazine. Interested customers can sign up for regular updates on the car.

The Panamera Gran Turismo, designed and developed in Weissach and will be built in Leipzig, Germany, is a genuine Porsche that will transport four adults without compromise. The Panamera provides a unique space concept and superior driving dynamics, as the result of 60 years of sports car expertise and know-how.

The Porsche Panamera will make its world debut next spring, with the market launch in late summer, early fall 2009.

## **Porsche Adds 2010 Cayenne S Transsyberia to An Already Powerful SUV Line-Up**

ATLANTA --- September 8, 2008 --- Winning Porsches come in many shapes, and nowhere is the competitive Porsche Motorsport DNA more evident than in the latest version of the thriving Cayenne range – the new race-inspired 2010 Porsche Cayenne S Transsyberia.

The Cayenne S Transsyberia is based on the Cayennes that won one of the most grueling endurance races in the world. The rally marathon, which is held every spring, is a two-week race that traverses Russia, Siberia and Mongolia and covers over 4,400 miles. It is called, simply, the Transsyberia Rally, and slightly modified Porsche Cayenne S models have won this brutally demanding event three times in a row.

The most capable Cayenne yet will be revealed at the upcoming Paris Auto Show, October 4 – 18 2008.

Just as the Weissach-developed Cayenne S Transsyberia competition models were based on the street version of the Cayenne S, this 2010 special edition, with less than 600 units earmarked for North America, will feature the 405 horsepower, 4.8 liter naturally aspirated, direct fuel injected V8 engine lifted directly from the Cayenne GTS. The Tiptronic S six-speed auto-

matic transmission with a 4.11:1 final drive ratio is standard.

All Cayenne S Transsyberias will be equipped with air suspension and Porsche Active Suspension Management (PASM), which electronically adjusts the shock absorbers to achieve superior ride and handling characteristics. The permanent all-wheel drive Porsche Traction Management (PTM) system divides the torque between the front and rear, with a 62% rear-bias for greater on-road driving dynamics.

The Cayenne S Transsyberia proudly shows off its winning pedigree. It will be available exclusively in four different color combinations – black with orange accents or crystal silver metallic, also with orange accents. For those desiring a more “stealthy” color combination, the Cayenne S Transsyberia will also be available in either black with meteor grey metallic highlights or meteor grey metallic with crystal silver metallic highlights.

With the exception of the meteor grey metallic with crystal silver metallic combination, all Cayenne S Transsyberia will be available with contrasting colored 18-inch Cayenne S II wheels. Contrasting color is also used on the air intake vent fins, exterior mirror housing and extended bi-plane roof spoiler. In addition, the Cayenne S Transsyberia can be customized to include the decorative “Cayenne S Transsyberia” side strips and offroad roof lights (for vehicles without the optional moonroof) at no additional cost.

The standard front and rear stainless steel skid plates emphasize the off-road character of the Cayenne S Transsyberia. An optional off-road package that features a variable and lockable rear differential, rock rails with integrated skid plates, a reinforced engine-bay guard, and enhanced protection for the fuel tank and rear axle is available. A second towing lug is provided “just in case.”

The Cayenne S Transsyberia also features standard sport seats with Alcantara seat inserts. The standard multifunction steering wheel is also covered in Alcantara and has a “twelve – o’clock” mark at the top of the wheel, as do all of the race-ready Porsche Cayenne S Transsyberias, in the same contrasting color as the exterior.

The 2010 Cayenne S Transsyberia will be available in the United States in early spring of 2009 with an MSRP of \$70,800.

## **Porsche Increases its VW Stake to 35.14 Per Cent**

STUTTGART, Germany--(BUSINESS WIRE)-- Porsche Automobil Holding SE, Stuttgart, acquired a further 4.89 per cent of the Volkswagen ordinary shares on Tuesday, 16 September. As a result, the total stake in the Wolfsburg-based car manufacturer now amounts to 35.14 per cent of the voting rights. This step ensures that Porsche has a lasting majority at the VW annual general meeting. Dr. Wendelin Wiedeking, Chief Executive Officer of Porsche, said: “Our goal continues to be to increase our stake in Volkswagen to more than 50 per cent. Today’s step is a

further milestone along this road." He added: "We look forward to continuing and intensifying our cooperation with the Managing Board of Volkswagen, which is based on a spirit of mutual trust, and are hoping for a quick resolution of the conflict between the employee representatives of Porsche and VW."

By going above 35 per cent of the voting rights, Porsche will acquire de facto control of the Wolfsburg-based group. As a result, employee representatives of Volkswagen will now take seats in the Works Council of Porsche SE and the Supervisory Board of Porsche SE. The Works Council of Porsche SE will be informed about the increase of the stake and will be asked to reconstitute itself. Dr. Wiedeking was confident that the cooperation between the employee representatives of Porsche and Volkswagen in both bodies – Works Council and Supervisory Board – would help them develop a better understanding of each other's positions and would lead to a constructive and forward-looking co-existence.

As a result of the new shareholder structure, Porsche is required by law to submit a formal mandatory offer for the VW subsidiary Audi AG, Ingolstadt. The relevant offer documents must be filed with the German Federal Agency for Financial Services Supervision (BaFin) within the next four weeks and, once cleared, can be found on the web-site of Porsche SE at <http://www.Porsche-SE.com>. This formality is a statutory requirement and has no effect whatsoever on the intentions of Porsche. Dr. Wiedeking commented: "We regard Audi as an integral part of the Volkswagen group and have no interest in removing the company from the group structure."

In light of this, Porsche will only offer the minimum price prescribed by law for the shares, which is expected to be about 487 Euro per Audi share. Volkswagen has stated that it will not be accepting the offer for its 99.14 per cent of the Audi shares. In practice, therefore, the mandatory offer only relates to a free-float of 0.86 per cent, representing approximately 370,000 Audi shares. Based on last Monday's closing price, these are valued at approximately 170 million Euro. Porsche does not intend to acquire Audi shares outside the mandatory offer.

On 3 March 2008 the Supervisory Board of Porsche SE had given the go-ahead for an increase of the VW stake to more than 50 per cent. All steps needed under regulatory and anti-trust laws in order to acquire a majority stake in Volkswagen were then initiated. Following discussions with the EU Commission, Porsche extended its filing with the European antitrust authorities to cover agreements for the acquisition of 4.89 per cent of the VW ordinary shares, delivery of which took place today. Porsche expects the antitrust and regulatory proceedings that are still pending to be completed in the coming weeks. The further increase of the stake in Volkswagen is expected to take place in the next months.

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**Double Clutching**- continued from page 8

I have decided this morning that I am putting up my 3 children ages 25, 21 and 19 up for adoption. Interested parties should contact me at my NER-PCA email address. You can adopted all 3 of them together or if there is more than one of you out there who is interested I will gladly split them up. Now don't think I don't love them, I most definitely do. Rather I just want a vacation and I don't mean the type of vacation where you get to go to Aruba then have to come back to reality a week or two later. No, I want the type of vacation where I don't have to have one way conversations with either of my children that begin with "what's wrong" or "explain again how this is my fault" or "OK you love me, now what do you want". I want the type of vacation where I get to check in once every six months. I want the type of vacation where the biggest crisis I face is that I have already read every page of the current months Excellence magazine and the new one isn't due for another 2 weeks. I want the type of vacation where it takes me two minutes to decide which restaurant I want to eat at instead of going thru the one hour marathon of having your teenage daughter tell you it doesn't matter where you go to eat but then say she's not in the mood for every place you suggest. I need a vacation from

trying to understand how what my kids earn from working summers is their money and any suggestion I make about saving it or what expenses will be their responsibility is infringement on their independence yet my paycheck, in their view, is to be treated as community property.

I deserve this vacation. I have earned this type of vacation. I have been doing this now for twenty-five years. Everyone is entitled to a vacation. For those of you interested in adopting them do not fear that they will come empty handed. I will pack-up them up and send them to you along with all of their dirty clothes and multiple pairs of shoes plus all the other assorted junk lying on the floor in their rooms. Now in return what you will get is three loving children (as a parent it is important to believe this, this is somehow suppose to make it all worthwhile), who are educated (I've got the bills to prove it), sometimes well-mannered (this goes back to if they want something at that moment) and believe they have experienced more in their 20 odd years than you have in your 50 plus years which makes them more worldly and smarter than you will ever be.

So what exactly has put me in this state of willing to put all three up for adoption at this late stage of their lives? One child



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called me yesterday to tell me she accidentally dropped her recently purchased Mac Pro Laptop and that now the screen is not working correctly and I need to buy her a new one. Another one just got a car for which she promised she will be responsible for but just called to see if she can borrow a hundred dollars from me and the last one wants to know if I can take him to the Capital Grill for his birthday.

I so need a vacation!

*In The Pits- continued from page 11*

calculate. Stephe and I chose to run Non-equipped to maximize our learning. The Touring class is run over the same closed roads as the Targa but the challenge is different. Instead of a time we must beat to "zero" we were given a time window within which we must arrive to not be penalized. Both arriving too early or too late would mean a less than perfect score. Too make it even more complicated our times were also measured at random (and unknown) locations and we would be penalized even further if it was calculated that we would have arrived early or late had we continued at that pace. These interim time controls were included to discourage the otherwise obvious tactic of going like hell until you reached the finish line and then waiting to roll over at the appropriate time. To make the event even more challenging, as the week went on the window to finish within got progressively narrower. On day one we were allowed + or - 30 seconds, by day 5 this was down to + or - 3 seconds. Equally, as the week went on the average speeds required to meet time seemed harder and harder to meet. This was particularly true of the town stages where maximum spectator value was obviously a consideration. In our last town stage we were required to maintain an average speed close to the same speed as the Targa competitors and no one in the group was able to do so. If you think this was an easy cruise around the island you would be mistaken.

Then there was the challenge of dealing with Newfoundland roads. Newfoundland has precisely one road that one would consider of highway standard and of course it was never used in a competitive stage. All other roads in Newfoundland are badly surfaced, bumpy, very narrow and usually both curvaceous and forever changing in elevation. To add to the excitement they were almost inevitably completely unforgiving. If you were lucky the road side would be a guard rail. More often however, the road side was a culvert deep enough to swallow a car or on many occasions simply the side of someone's house and on a few occasions the Atlantic Ocean. As many competitors discovered the cost of even a minor error could be very high.

Prior to attending the Targa I had never really considered the importance of the Navigator in a rally car. I now have a new appreciation. For a rally driver there is no prior knowledge, there is no instructor to show you the line and no videos you can watch in advance (and possibly remember). Instead you are driving completely blind into foreign territory with your foot

planted to the floor with nothing to rely on other than absolute faith that the chatter coming from your navigator is going to give you some feel for what you are about to meet over the next crest or around the next blind corner. All competitors are given (just before the event) a set of extremely comprehensive notes about the routes they will be taking. The notes for competitive stages provide critical data that shows distances between "events" and simple "tulip" diagrams for the navigator to interpret at each of these events. The simple diagrams showed the nature of the "event" - it may simply indicate a left or right turn (and to some extent the severity of said turn), it may show a "T" or "Y" intersection, maybe a crest followed by a curve one way or the other and on some occasions a "caution" indicated by a number of exclamation points. Occasionally there were accompanying notes to help. The classic note would be "exposure" which usually meant if you screwed this up you will end up in the Atlantic. In any case it was my brother's job to firstly go through every one of these thousands of data descriptions and work up a script of these events that he would then have to carefully present to me while strapped into a bucking race car. His job would be to read the Odometer, know exactly where we were on the Stage, remain unflappable and count me down into each of these potentially disastrous events. "300 meters - Crest followed by hard left into T right into exposure on left, 200 meters - Crest followed.....". Keep in mind that he was so busy reading all his equipment and notes that he never actually had the chance to look up and see where we were going. The faith required between driver and navigator makes this a true team event. Neither is anything without the other. Oh and did I mention that between calling all of these notes Stephe was also required to check my times against his odometer at various points along the route and tell me I was fast or slow in terms of our required arrival time. Keep in mind also, that while ripping through a tiny fishing village on roads barely wide enough to stay on the "road" for example, the instructions he had to call were often coming a second apart for minutes at a time. I would not be a navigator for any amount of money. I am however extremely lucky to have had my brother at my side. Despite the fact that he had never done anything like it before he took to it like the proverbial duck to water and utilizing his extremely calculative mind and seemingly endless energy managed to faultlessly perform his job for five days straight without once leading me astray.

So how did we do you are probably wondering? The long and short is pretty god dammed well! The car was faultless requiring no repairs or adjustments at all despite my best efforts to beat the living shit out of her for the duration of the event, I have already mentioned my faultless navigator and for my part I think I can say that staying on the road (or close enough to it) and not hitting anything was as good as I needed to be. In the end of the ~20 competitors we finished 2nd in the non-

*continued on page 38*

As I walked around the paddock afterwards I chatted with a bunch of other drivers. I was happy to hear that most all had experienced similar slipping in the turns I noted. There was one exception though and that was Bob Cohen who was driving his Mazda Miata. He said that his car was sticking without a problem. I guess it has something to do with the aerodynamics of the car or maybe it's because the car weights nothing to begin with and has no problem sticking to the track in all conditions.

My second run was much better. I had been sure to adjust my tire pressure downward prior to heading out. I was driving smoother and faster. Things were beginning to fall into place. I felt really good about the line I was driving and the speed I was carrying. I was also pleased with what I thought were smooth inputs. Surely I was ready for sign off.

Sometime during lunch I caught up with Peter Tracey, NER's Chief Instructor, to inquire about a check out ride. He told me it would be tight but he would find someone to go out with me before the end of the day.

Well, my third run came and went and it was great. I was really focused on being smooth. At one point we all had to avoid an errant cone in turn one that had somehow been knocked out of its place. No problem I thought, just take a little later apex and be on your way. This worked like a charm.

When I got back in I found out from Peter that Jerry Pellegrino would be riding along with me for my check out ride. Jerry made it a point to let me know that in all of the check out rides he has been on he has only signed off one person. I think he was kidding and just trying to scare me. Anyway the ride went very well and Jerry signed me off, so I was either person number two or just a gullible student.

The day ended with me working Pit Out. It was like Deja Vu all over again. I had to work the entire shift solo. Man, what is it with NHMS and Pit Out! It seems like I always get stuck out there alone. Hmm, maybe someone is trying to tell me something.

Alright, now let's move on to the second track event of September, Watkins Glen. For this event I would be driving out the day before and I was hoping to get there before 8pm. This meant that I would need to leave Walpole at about 1:30 or earlier. Unfortunately I had to be at work in the morning and given the train schedules out of Boston there was no way in the world I would be able to get home and get on the road by 1:30. In the end I was able to get going by 2:30 and came to the realization that it would be pitch dark by the time I reached my destination, which was the Seneca Lodge.

Ah yes, the Seneca Lodge, an oasis in an otherwise dreary place. Actually, for those who know it, the lodge is a bare bones place to stay without any kind of luxurious amenities. For me however, it would be a step up from the Chieftain where I stayed last year, or so I hoped.

I arrived at the lodge a little after 9 and checked in. As I was

signing in I noticed a group of fellow NER members in the dining room. I quickly stopped over to say hello. I also mentioned that I would be hitting the bar for a quick nightcap after I dropped my stuff off at my room.

When I returned to the bar I met up with Jim Colligan, a former PCA Club racer in 944's. Jim now drives a 2003 996 that looks just like a GT3. We had a great conversation and Jim volunteered to ride shotgun with me the next day. I didn't stay too long at the bar since the next day was going to be an early one. You see, I was working tech line on both mornings and we started tech'ing at 7AM.

When morning arrived, I first needed to stop for gas, coffee, ice, and drinks before heading to the track. I managed to get to the track just a little after 6 and I was surprised to find that I wasn't the first person there.

The weather seemed like it was going to cooperate with us. It looked as if it wouldn't be too hot and if we were lucky it wouldn't rain. The run groups were reconfigured to make up for some last minute cancellations. As a result Green would be running with Yellow, Blue with White, and Red with Black.

One of the biggest differences for me at this event was that my run groups were going to be 35 minutes long, instead of the usual 20 to 25. This meant that it was even more important to stay hydrated. Of course I was just excited by the fact that I would be getting an extra 40 to 60 minutes of seat time.

My first run was good even though it had been over a year since I had last driven the Glen. The first two laps were under yellow so it gave me a chance to get comfortable with the line that I wanted to drive. I actually felt as if I was driving at a private club since there weren't a whole lot of cars on the track.

One of the things I was concentrating on was trying to brake earlier and lighter, I wanted to see how this would work for me. By my third lap I was back in the swing of things. I basically used third gear for most of the track and shifted to fourth on the two straights. While I know this isn't the fastest or most optimal way around the track, it did give me an opportunity to drive as many clean laps as possible.

Between sessions I chatted with many of my fellow drivers. We were all sharing stories of our runs and how we were attacking different parts of the track. There was a core group made up of mostly Boxsters (S and non-S) and a single Cayman S who were all running similar speeds. Then there were the few and the proud oil cooled guys, me and Steve James. I guess there has been quite a shift away from the air cooled cars to the water cooled cars. As we are all aware, the benefit of the air cooled cars is their dry sump, something that helps prevent the car's engine of starving from lack of oil due to pulling too many g's.

I did have the pleasure of being behind a Boxster that emitted a large dark cloud from its exhaust after coming out of turn six into the laces of the boot. Only afterward did I learn that this is a common occurrence with Boxsters at the track and it has to

do with the oil spilling out onto the hot valves or something like that.

On my third run Jim climbed aboard for the ride. He immediately commented on my down shifting before the bus stop. He also noted that my early, light braking was more like coasting and causing me to lose time and speed. He also asked if I had picked out any braking points or if I was doing it by feel. To be honest most of my braking was by feel with the few major braking areas using specific points.

Jim recommended that I pick out specific points for all my braking and as I get comfortable to brake a bit later. The first thing I tried was staying in fourth through the bus stop. I was able to carry more speed through it and into the big right handed sweeper. Jim recommended that I be full on the throttle by the apex of the sweeper. He also had me stay one car length to the left of the turn in cone for turn 6. The reason being that there was some camber there that would provide more grip for the car. When I tried it, I could notice that there was additional grip there.

When the ride was over Jim complimented me on the line I had been driving. He said that my line was excellent and that I just needed to work on my braking. He also offered to take me out in the last Red run of the day. I gladly accepted his offer.

Gas usage was amazing. I started the day with a full tank and had two five gallon jugs that I used to refill my tank. During my fourth run which was my fastest of the day I noticed that my warning light, the dreaded red exclamation point, had come on while I was on the short straight before turn 10. That's when I noticed that my fuel light was also on, doh! Luckily I was able to pit right away and avoided the embarrassment of running out of gas. Sure it cut 5 minutes off of my session but I looked at it in a positive way that I would be able to get back to the paddock and climb into Jim's car for the Red run.

Black and Red were running together which meant that this was one of the larger run groups. Jim explained that we weren't going to be out for the entire session since he was getting low on fuel too. One of the first things I noticed in climbing into Jim's car was the seats. They were comfortable and held me tight in place, and with the five point harness I would be firmly entrenched for the ride.

Jim drove great and it was easy to see that he had been doing this for a while. He pointed out things that he used for braking points and noted how he drove the same line as me, especially when it came to the toe of the boot. The only difference was the sheer power his car had versus my car and how he was able to accelerate up from the toe through the sole. This made passing slower cars a breeze. Another thing I noticed was how Jim used fourth gear up through the esses and shifted to fifth on the back straight. I made a mental note of this since I had hit the rev limiter a couple of times in third at the top of the esses. Tomorrow I thought to myself I will try fourth.

The ride was over before I knew it and we were back in the

paddock. I thanked Jim for the ride and we reviewed what had gone on during the session. He spoke of the importance for drivers, especially those in the White run group, to take instructors along for rides and for them also to ride along with instructors. I agreed whole heartedly and said that I was planning on doing just that. Not only is it a great learning experience, it is also a ton of fun.

After the first day, there was a group of drivers who were meeting up for dinner at the Seneca Lodge and I was invited to tag along. There were six of us in total and we were planning to meet at the lodge at 6:30. Since I was staying there I figured I clean myself up prior to our gourmet meal and I would also take the opportunity to phone home and check in with my wife and kids.

Dinner was great; we were able to manage a nice table in the dining room. The menu had all the basics and we soon ordered our meals and drinks. I opted for a NY Strip cooked medium rare with French fries. I figured heck if I am going to splurge I might as well go all the way! Much to my chagrin when my meal showed up there were brussels sprouts. I hate brussels sprouts almost as much as lima beans. Luckily one of my dining mates was keen on them and I was rid my plate of the much maligned green vegetable.

After dinner we made our way to the bar for a night cap. It seems that this was the place to be for many of the DE'ers. One thing that I hadn't noticed the night before were the wall decorations. It seems that there is a tradition of shooting arrows into the wall behind the bar. Someone explained the story to me but I didn't fully understand it, so if you really want to know why you'll have to visit the Seneca Lodge yourself.

Knowing that the next day was going to be another early one I didn't stay out too late. I think I managed to extricate myself by about 10 or so. I was back in my room and asleep by 10:20. It was a good thing too because the next day came way too fast.

On the second day I headed in to town first to fill up my gas jugs and get some breakfast, then I headed to the track to grab the 911 so I could drive it back to town and fill it up. Today I was only planning on doing three runs so I wasn't concerned with running out of gas. Also, I wanted to leave Watkins Glen fairly early so I could make it home at a decent time.

On my first run I began shifting into fourth gear before turn two. This allowed me to carry more speed onto the back straight and also allowed me to shift to fifth. I also worked on using fourth gear through the bus stop and to try and make sure I was full on the throttle by the apex of the big sweeper. I also began shifting into fourth in the laces, then back down to third for the toe, and back into fourth for the sole.

As you can imagine there was a lot of shifting going on! Another thing that was shifting was my body. With my stock seats and belts I had to brace myself for most of my ride around

*continued on page 38*

a race car.

A couple of mid west storms blew past in the distance but as we sat on the false grid the sky opened up like Noah had just finished the ark and everything came to a stop. After a few minutes the deluge was over and the sky cleared but the track was really wet and some turns still had water running across the track. I don't know who makes these decisions but I'm glad it's not me. We followed the pace car out and tiptoed around the course looking carefully for the dry parts, there weren't any. As we completed the first lap the Pace Car dove down pit lane, the signal that the race was about to start.

I had cars all around me that were faster than I was at least on dry pavement so when the green flag dropped I was watching my mirrors just like Vic told me. The car right behind me was a Lotus 7 that was at least 10 seconds per lap faster than I was and that's a lot on a 1 1/2 minute course. As we charged down the front straight I could see him closing fast and I was trying to figure out which side he was going to pass on. I just stayed on the line through the first turn and as I looked up all I could see was his passenger door as he spun on the wet track and went for a ride in the grass. He would recover and drive past me later in the race but it sure was fun watching him wrestling with that steering wheel as he drove off the track. On the very same lap I chased Phil in his 356 down the back straight and then watched as he did a Lotus act and spun to the inside of the turn at the end. The water and mud was flying but he kept his speed up, got onto the track and back into the fray. Rear engined cars had an advantage in the wet but there was a limit. My car got a little light in the tail a couple of times but it just seemed like

the practice course on Newfound Lake at the Ice Races so I just steered in the direction of the skid and kept going. I was able to pass a few cars early on but as the track dried out they got faster and I didn't. It took me a few laps to figure out where the dryer spots were, a problem that some of the veterans of the track didn't have.

As I ran down a 914 on the short front straight the track went left and I set up to pass him on the outside. Even though I had dogged him for the previous few laps he ran wide as though he didn't know I was there. That put me onto the grass with only two wheels on pavement at about 80 mph. My friend, George Nelson, had told me about the rising nature of that turn that allows a driver to stay on the gas and I took full advantage of the secret he shared. When he realized that I was there he made room for me but it sure got the pucker factor up for a minute of two.

It was a terrific race, no crashes, no damage and a sixth place finish out of nine cars in my class. I was happy with that. Now I can understand why the guys that run in the VSCCA (the group referred to as the Very Slow Sports Car Club) don't pay attention to lap times. Even though the drivers in SVRA are a lot more serious about winning, that old adage about the journey being more important than the destination was never truer. At least for me.

Back in the Paddock the beer was waiting and I got to relax and tell tales just like a real race car driver. I even understood what the rest of the gang was saying as they described their race. It was great fun. So much fun that I'll be at VIR for another Vintage Race this month. Race report to follow. KTF

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## Around The Cones- continued from page 7

ence points to see their actual size. Also they were incredibly fast down the long front straight, word was some cars were approaching 200 mph. That night turned out to party time as it seemed everyone was doing some serious drinking and other intoxicating activities around the campfires and motor homes that dotted the large parking lot. Next day bright eyed after a good sleep (sure!), race day, there was a parade lap of the race cars with the aforementioned bikers acting as escorts, apparently many in the crowd were not too fond of them being there and taunted them from the sidelines, they in turn gave them the famous "one fingered salute" and then pulled some "wheelies" on the front straight. The race itself was not too competitive, as had most of the Can Am races that year, and the McClaren easily placed

1-2, but the excitement of the whole scene was quite different from the Lime Rock events I had been attending up until that time.

In the early 80's a few years after joining PCA, I attended my first DE event at LimeRock in my 914. In those days a good handling 914 could stay with many of the 911s in the corners as most cars were relatively stock and sticky tires were just beginning to become available. After a year or so of participating I was made an instructor of a number of the clubs that used the track and have continued to instruct there over the years. Since the only tracks I had driven at were Bryar (the predecessor to NHIS) and then Lime Rock, I was surprised by the number of incidents that occurred there especially on the downhill portion of the main straight when cars (usually 911s) became unstable going on to the straight and would spin into the inner banking usually backwards. Unlike Bryar, the facilities at Lime Rock were much better with a real eating place, bathrooms that were out of the elements and a smooth, if not paved paddock area. And the drive was delightful especially after leaving the Mass. Pike in Lee and traveling down to Northeast Connecticut.

Next month I will take up the story in the late 80's and 90 are when new tracks to drive and watch were experienced.

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

the cars they're driving they don't mince words when they point out the shortcomings. I'd tell you when the show airs, but I've caught it at so many different times I'm really not sure there's a fixed schedule. Check it out.

Finally our region's Annual Auction event is scheduled for mid-November at the Larz Anderson Auto Museum in Brookline. Tom Tate will once again be serving as auctioneer, a position for which he's definitely qualified having demonstrated the ability to sell everything put up for sale – although the price's he's realized haven't been all that impressive ☺. The event's lots of fun, the food is good and priced right (free), and it affords participants the opportunity to move their automotive inventory from their garage to someone else's place. I'll be there once again with a collection of items I just know someone will want, how about joining me – I'll be ready to purchase your stuff if you'll buy mine!

for Mt. Tremblant in July, as well as several combinations of 1 and 2 day events at NHMS. HMS would also be the site for the Ground School on February 22<sup>nd</sup>. There would be incentives for Instructors if they signed up early. The club would also offer a Track Sampler opportunity where people could take their own cars on the track. There would be another "Taste of the Track" day too, since it proved very popular this year.

Turning to related news, several Board members reported that feedback from those who attended the first NER 3 day event at New Jersey, was that the track and accommodations were impressive and that they were looking forward to returning next year. It was noted that NER and the NCR use different web-sites for Registration. NER uses "Club Registration" and NCR uses "Motorsport Registration." The Board agreed to continue with Club Registration, since it had broader coverage of other regional events, making it easier for members to register for multiple events. In order to promote co-sponsored events, NER would ensure club events were also posted on the NCR/ Motorsport site to attract NCR participation. Lastly, the Board supported the suggestion of having long sleeve tee shirts printed to feature a club selected Charity and NER 50<sup>th</sup> Anniversary logos.

Under new business, Bob Canter pointed out that the NCR regional 30<sup>th</sup> anniversary banquet was scheduled for November 8<sup>th</sup> and suggested that NER consider sending some form of recognition of this milestone. With no further business to discuss, it was decided that next meeting of the Board would be held on October 9<sup>th</sup> at 6:30 pm at Jill's home. This meeting of the Board was adjourned at 8:55p.m.

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ending with a "Merge Here, Take Your Turn" sign with some intermediate ones to beef up drivers' understanding. This is very clear and unambiguous, unlike what many highway departments do, leaving the choice to the individual driver. This late merge concept and signage showed a 15% improvement in the traffic flow over the conventional merge which takes place over thousands of feet.

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*A: No, 35 children is enough.*

**Q: I'm two months pregnant now. When will my baby move?**

*A: With any luck, right after he finishes college.*

**Q: What is the most reliable method to determine a baby's sex?**

*A: Childbirth.*

**Q: My wife is five months pregnant and so moody that sometimes she's borderline irrational.**

*A: So what's your question?*

**Q: My childbirth instructor says it's not pain I'll feel during labor, but pressure. Is she right?**

*A: Yes, in the same way that a tornado might be called an air current.*

**Q: When is the best time to get an epidural?**

*A: Right after you find out you're pregnant.*

**Q: Is there any reason I have to be in the delivery room while my wife is in labor?**

*A: Not unless the word 'alimony' means anything to you.*

**Q: Is there anything I should avoid while recovering from childbirth?**

*A: Yes, pregnancy.*

**Q: Do I have to have a baby shower?**

*A: Not if you change the baby's diaper very quickly.*

**Q: Our baby was born last week. When will my wife begin to feel and act normal again?**

*A: When the kids are in college.*

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**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

**'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.

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

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**Misc:** Southport tire/toolbox trailer, like new. \$675; Four Khumo Victorace V 700 tires mounted on rugged rims w/good tread, frts 225/50 ZR16, rears 245/45 Zr16. Asking \$100; Kingdragon neck support \$35. Jack Saunders (603)536-4275 or email saundoj@suchmail.com

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

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

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James McKenna  
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From: CVR  
1986 944 black  
1996 944T

Benjamin Chen  
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2007 911 Turbo

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Alex Nomer  
Wakefield RI  
1986 911

Frederick Michel  
From: Bluegrass  
1978 911SC

Linda Connly  
Peter Connly  
Fiskdale MA  
2002 911 C2

John Krowas  
Boston MA  
1986 911

Christopher Caulfield  
From: CVR  
1998 C2S

Donald Shobry  
From: NNJR  
1990 911

Robert Crawford  
Marcia Crawford  
Hanover MA  
2003 Boxster S

Adam Liebhoff  
Steven Liebhoff  
Dover MA  
1981 911 SC

1989 911

Dion Tsourides  
From: CVR  
1992 964 Cup

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### *In The Pits- continued from page 31*

equipped group and 6<sup>th</sup> overall in the Touring Competition – not bad for a pair of complete novices. Most importantly we had a ball. Newfoundland and its people were everything we had been told to expect. The country is beautiful and the people were fantastic and we can't wait to return next year. For 2009 we will be entering the Targa and we cannot wait.

Next month I will report on the three DE events that have occurred since last time I wrote. In the mean time I have to get off to the Gala event and pick up our award.

See you at the track

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### *Flat Sixer- continued from page 33*

the track. This was a very tiring endeavor the faster I drove. By the end of my third run I was exhausted.

All in all, the trip to the Glen was an outstanding success. I really enjoyed both the people (i.e. my fellow track rats) and the track. Everything else is just gravy.

Now a quick update on track cars; I can definitely see the benefit of having some racing seats and harnesses in a car. Not only are they an added safety feature but they will keep my large bulk firmly in place as I drive around the track. This will help free me up to concentrate on pure driving rather than splitting my time between bracing myself and driving.

I have had a few cars that I have been keeping my eye on. I also received a call from someone who saw my last article and had a couple of 911T's for me to look at. Lastly, I have a car in NJ that I hope to look at this month. I have yet to fall in love with anything and I will be sure to do a PPI before I get to far down the road. If you know of any track cars that you think I may be interested in please let me know! Thanks in advance!

Now for the standard closing by-line: Well that's all for this month. I hope to see many of you at some of our upcoming events! If you see me, please introduce yourself and say hello, I will be trying to do the same. Till then stay safe!

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'07 911 Carrera S	Arctic Silver/Grey	P7025	\$87,900
'07 911 Carrera S	Arctic Silver/Stone Grey	P7048	\$91,615
'07 911 Carrera	Black/Grey	P7069	\$80,975
'08 Cayenne Turbo	Crystal Silver/Stone	P8015	\$112,045
'08 Cayenne S	Crystal Silver/Black	P8016	\$69,315
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'08 Cayenne	Midnight Blue/Stone Grey	P8035	\$59,030
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