



Essex River Cruise
The Annual Auction
TOUR TO BATTLESHIP COVE
Up-Tweaking Der Porsche II @ EPE

THE NOR'EASTER

08 SEPTEMBER 2008 SEPTEMBER 2008 SEPTEMBER 2008 SEPTEMBER 2008 SEPTEMBER 2008 SEPTEMBER 2008 SEPTEMBER 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.

We invite all our customers to hold us to the high level of personalized, professional service that they have come to expect from EPE. Our commitment to excellence for proper repair and maintenance remains unchanged... and will remain our number one priority. It will just happen in much more comfortable, brighter and efficient surroundings.



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COVER



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Out In The Passing Lane

Dave Weber



Our recent trip, to drive on the Lightning track at the brand new New Jersey Motorsports Park, called for traveling through New York City. Our route involved taking the Cross Bronx Expressway/I-95 to travel over the George Washington Bridge at mid-day on a Friday. To complicate things a bit more, we were pulling our 48' trailer with our F350 Ford truck — not the easiest rig to maneuver in heavy traffic conditions. Was I on edge on that portion of the trip you might wonder? Absolutely! Fortunately I guess we arrived in New York at just the right time. Traffic was backed up for miles heading out of the city eastbound, but until we crossed the bridge traffic moved along (if you call 20 miles/hour 'moving along'). Once we crossed the bridge traffic slowed further for five miles or so then picked up.

Our trip through the city turned out to be rather uneventful. We didn't miss any turns or exits. I didn't suffer any panic attacks trying to get from one lane to another with our rig. No one honked their horn at me for blocking their lane. And best

I found the course to be lots of fun to drive, and overall very safe with lots of open area around the track.

of all Susana and I didn't yell at each other during the entire transit. I'm kidding! Once we connected with the New Jersey Turnpike we encountered few delays of any significance. We arrived in Millville after seven hours total travel time — much better than others who took the same route but departed later in the day. Timing obviously is everything when you're choosing to travel through New York City on a summer Friday afternoon.

For our trip home we decided too not tempt fate a second time, taking the longer route (I-287) around the city connecting with I-84 in Newburgh, New York (avoiding the Tappan Zee Bridge at rush hour on a Monday). Surprisingly the much longer (mileage) route didn't take any more total time; we arrived home in the almost identical seven hours of total travel time. So, next year when we travel down to New Jersey, we'll not be going through New York City!

So how was the new racetrack complex? In a word, terrific. The 750-acre facility is still under

construction, but the two road courses, a motorcycle track and a go-kart facility are complete, as is a terrific club house — complete with bar and restaurant. Construction of the tennis courts and swimming pool are just about to start, and soon they'll start building a number of \$450k condos (all of which are apparently sold). In the future they want to build restaurants and hotels on the site. When construction is complete there will not be another racing venue in the US with similar amenities.

Our region had rented the "Lightning" circuit for our three-day DE event. The shorter of the two road courses (the other named "Thunderbolt"), "Lightning" is 1.9 miles in length with seven total corners (the seventh turn which leads onto the main straight is called the "Light bulb" and is a 180-degree banked carousel. I was shifting to fifth gear at the track out point on this turn, and was in sixth gear mid-way down the main straight. Overall the track is very fast with no second gear corners and really only one corner where I needed to use third gear (I did use third gear in turn four most of the time, but many others didn't).

I found the course to be lots of fun to drive, and overall very safe with lots of open area around the track. I didn't get bored with the track after three days, and felt I still had lots to

learn to go even quicker. "Lightning" is a great driving track while also being a very good track for beginners — much better overall than NHMS for teaching high-performance driving in a safe environment. PCA will be holding a Club Race on this track in early September. I'll be interested to see how fast that crowd gets around the track.

I suspect our region will renew our August weekend option for use of the track in 2009. I'd highly recommend that DE participants in our region mark your calendars now; you missed out on a really fun track to drive this year. Oh, by the way, there are plenty of accommodation options in the Millville/Vineland area in all price ranges, along with numerous restaurant options for the evenings. The Millville community is very supportive of the racing complex; they really appreciated our business — unlike some other venues we use for DE purposes.

Shifting gears to wrap up this month's column, there's lots of talk during this year's election cam-

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Upshifting

Bruce Hauben



We've recently returned from a great three-day NER DE event, driving the 1.9 mi. "Lightning" track at New Jersey Motorsports Park. I had my reservations about the track, as I generally prefer longer courses, but this was a lot of fun. I think one of the reasons is that I always enjoy learning a new track. No matter how many videos you may watch or how many written descriptions of driving a track you may read, there's nothing like getting there and actually driving it.

There are not a lot of turns and there's some question about the number of the turns. The track management uses 11 in it's numbering to work with the flaggers, and I count 7 of which #2 & 3 are not much more than a double apex, short carousel. So remembering the sequence of turns is far simpler than many, more complex tracks. Working out 'the line' is always the most fun. Trying different entries and exits in corners, talking with other drivers and sharing what works and doesn't work, that's what it's all about.

And infrastructure — I don't think any of us

The "Steer Straight" program helps alert parents about basic driving skills and situations your teen is having difficulty with.

have been to a brand new track, only open for several weeks before we got there, with as good a set-up as NJMP. The paddock is large and already paved, and the control building is all set up with air-conditioned classrooms. Even the restrooms are air-conditioned, and the soap dispensers are filled with either regular hand soap or heavy duty, pumice-style hand soap. I well remember using the old restroom at LCMT before the new tower and facilities were completed, which reminded me of a dark, dank dungeon. I was always glad I was able to do what I had to do in a fully vertical position. And an unpaved paddock, which used to be the rule at LCMT, LRP and CMP until they were paved, and still exists at VIR, is so damn dusty all day long. Pebbles and stones get stuck in your hot tires and then rub off during your next track session and ding the cars behind you, while you get dinged in return.

The snack bar at the track serves the best food of any track I've encountered, and there is a Club House bar and restaurant right at the track to finish off the day if you're so inclined.

For some of our DE drivers, the fact that there are no noise restrictions is an added major plus. An interesting aside here: there were four 993 Cup cars in attendance, all from our region. That's more than usually turn out for a PCA Club Race, not to mention a pair of 996 Cup cars and a pair of U.S. 964 Cup cars.

All in all I urge all track drivers to join us next year at whichever NJMP track we end up on, "Lightning" or "Thunderbolt."

I recently came across an organization headquartered in Wellesley called "Steer Straight" that can be found at www.steerstraight.com. The "Steer Straight" program helps alert parents about basic driving skills and situations your teen is having difficulties with. As our house hasn't had teen drivers in it for 20 years, I thought it an interesting concept, with some reservations that I'll leave to you to individually think about if you have teen drivers in the house.

Once you've become a member for 1, 2 or 3 years (at a fee) you receive stickers for the back of your vehicles that say "How's My Teen Driving" with a toll-free phone number and individual ID number on it. Very similar to those used on commercial fleets for 20 years that have helped to significantly reduce accident rates.

When a call comes into the Atlanta call center, the same one used by most commercial fleets, an observation report is generated with detailed specifics and quickly e-mailed and/or text-messed to the parents, along with a link to on-line training modules followed by optional tests. The calls are recorded to discourage prank calls and supposedly the CSRs are trained to ask appropriate questions to determine whether the call is real or a prank.

The website cites several quotes from teens saying how much this has helped them be a safe driver by reminding them to "do the right thing." The cynic in me can't help but wonder how many of these stickers have resulted in monumental fights within a family. Of course, if they work, a fight is far better than losing a child.

THE LAWS OF ULTIMATE REALITY

Law of Probability

The probability of being watched is directly proportional to the stupidity of your act

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Four Speeds & Drum Brakes

Tom Tate



Driving somebody else's racecar is always a bit of a challenge. Especially when it's a 46-year-old Porsche. That's the challenge that I faced as I ran Vic Skirmants' 356 around the Mid-Ohio track for the first time back in June. It was my weekend rental and I certainly didn't want to bend it, as I would be on the hook for any damage. Engine damage from an over-rev or bad shift would also show up in my loss column. I didn't want to appear slow but at the same time caution told me not to try to set any lap records.

The orange coupe had been lightened down to only 1710 lbs and the engine was putting out 165 hp. In addition to that, the transmission had been reworked to be more suitable on the racetrack, where first gear was never really used. First had been replaced with a second gear cog and the remaining three were spaced closer together so that the engine didn't drop off the power band on up shifts. Vic said that the power came on at about 5000 rpm and would pull strong until 7500 rpm. Anything under 4500 rpm was a "waste of

time." continues to autocross to this day. He was going to show me how much faster his car was than my VW. As we roared around on the campus roads in first gear impressing everyone, I asked him what engine speed should be maintained. He said, "Just keep it in the red area and it'll be fine."

An engine in a street car had a 4500 rpm redline that went to 5000 rpm and could be used gently all the way down to 1500 rpm. That's a much different animal than the noisy orange beast that I tried to get out of the pits and onto the track. I stalled it twice, in spite of lots of practice over the years in temperamental rides. With no first gear and an engine that didn't produce any power until it sounded like the throttle was jammed wide open, this was not a car that wanted to be treated gently.

With a lot of drama I got the car down to the false grid, an area where the next race group gathers and looks each other over. It was also a time to tighten seat belts, fasten the HANS device to my helmet, and wonder how I got there. This

first run was one of two practice sessions and the lap times would determine the starting order the following day for the qualifying race. Once the finishing order was established in the qualifying session, the actual feature race was the last day. Between the

two races was an endurance race that was basically an hour-and-a-half of driving as fast as you possibly can with a mandatory five-minute pit stop in the middle. I had never hammered a car for that long but it seemed doable.

I got the car out onto the track without anyone realizing that I didn't know what I was doing, but the car just didn't want to take off when I stepped on the gas. It would sputter and kick something awful before finally clearing its throat and taking off. Downshifts going into lower gears were not a problem but because of the way the gearing was set up, coming out of the slower turns with any kind of acceleration was tough. At the end of the twenty-minute session I told Vic that the car was handling great but it was running terrible. He had been listening to the car as I went around the course and at two turns where I drove around in second gear he said that I should be in first. I hadn't come to grips with the fact that first gear was actually second gear in this car. After all my

The car was geared perfectly for the back straight, as it would do 7200 rom in fourth gear, which my math told me was 140 mph.

time."

That engine speed discussion reminded me of my very first ride in a Speedster. The owner was John Ames, who was a student at the University of Maryland, like me. John is now out in the Denver area and his name has been all over the SCCA Solo II record books over the last 45 years. He



A Porsche Spyder behind my 356, but not for long

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Around The Cones

Steve Ross



Continuing my car nostalgia bent from last month's column, discussing some of the noteworthy cars I have owned over the years (50 plus I think at this point) reminded me of the motorsports spectating I enjoyed from the late '60s through most of the '70s, and at some random races in later years. As for any dyed-in-the-wool sports car fanatic, it encompassed road racing to a vast extent. I have to admit that I have never attended a stock car race, and my only visit to a drag strip was a Porsche day at the drags that I organized for the club in the late '80s, where a dozen or so PCAers journeyed to New England Dragway for some fun runs.

Probably the first real sports car race I remember attending was the 1967 Trans-Am race at Lime Rock Park, at that time in its traditional Memorial Day time slot. This was the beginning of the heyday of this series, attracting Mustangs, the brand-new Camaros, Dodge Darts and some other assorted "pony cars" in the over-2-liter class, along with Porsche 911s (a 'sedan' believe it or

Probably the first real sports car race I remember attending was the 1967 Trans-Am race at Lime Rock Park.

not, due to the rear seats), Lotus Cortinas, Alfas and other small-bore machinery.

Crowds at Lime Rock were standing room only and the cars in the parking areas were almost as interesting as the ones on the track. I vividly remember someone bringing a brand-new Lamborghini Miura each year and parking it prominently under a tree near one of the corners for all to gawk at. As is always the case in road racing, the pits are open to all spectators and there you could see the heroes of the day including Mark Donahue, Peter Revson, Bert Everett, Peter Gregg, Jerry Titus, and others whose names I may have forgotten, along with cars that, at a quick glance, did not look that much different from those in the parking lot. Since these were cars with fenders and doors, physical contact was part of the game and edging out your competitor for position was not only condoned, but maybe even encouraged. In spite of this, many cars lasted the whole race with liberal use of adhesives.

Early on in the series (this was the second year)

the under-2-liter cars would put up a good fight for overall honors as they all ran at the same time. As the series progressed, the rules makers allowed more liberal interpretation of the rules for the larger, more powerful cars, and they dominated the overall standings. Interestingly, I seem to remember times just around one minute for a lap of the track, but remember that the tires were treaded race tires that may not have been much stickier than some current high performance tires, and many of the pony cars lost their brakes during the race; front discs were the norm at the time.

The series encompassed about a dozen races throughout the country, including Daytona, in conjunction with the 12-hour race (I think this was a time before it became a 24-hour race), Laguna Seca, VIR, Road America, Bridgehampton and Bryar (the forerunner to NHIS/NHMS in its second year). Since Bryar was only an hour or so from home, that became the other Trans-Am race for the subsequent years, culminating in final season of the original Trans-Am in 1970 where many factory teams and an all-star lineup of drivers ended a great series.

During my years of attending the pair of races at Lime Rock and Bryar I saw some great close and very loud racing, some unique cars such as Bob Tullius's GTO (Pontiac, that is), the first of the Pontiac Firebird Trans Ams, and great contests in the under-2-liter class between the factory teams from Alfa Romeo, BMW and Datsun into the 1970 events.

Somewhere in the later '60s I decided to volunteer to work for SCCA (who sponsored the Trans-Am) as a pit marshal. Not only did it get me into the races at N/C, but I was also up close and personal with all the great drivers of the day. A couple of memorable stories still are vividly etched in my mind. First was a regional race where the Penske team was testing out the then new AMC Javelin for Mark Donahue. Not only was Mark a great driver but he was very courteous, running amongst the slower production cars in practice he never intimidated any of the amateur drivers and was very approachable to chat with between practice sessions. The most thrilling race was the aforementioned 1970 event at Bryar, where Ford, Chevy, Chrysler (Barracuda and Challenger), AMC and Pontiac all had strong entries piloted by the

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Minutes Of The Board

Jill Maserian- August 18th, 2008 Board Meeting



The August NER Porsche Board meeting was hosted by Dave and Susana Weber. It turned out to be an outstanding summer evening. The group was treated to a delicious dinner served outside overlooking the pool. Following dinner, Dave called the meeting to at order 7:35 pm. In attendance were John Bergen, Bob Canter, Jill Maserian, Chris Ryan and Susana Weber

Steve Ross was unable to attend, but submitted the activities report in advance. He reported that, "We had a great autocross in early July, AX chair-in-training Cuan Coulter did a masterful job coordinating the various operations, and Noel Swartz designed a well-received course with few cones and trips off-course, and finished eight runs by 2:30 pm. The concours event has entries trickling in. The 928 group has committed to as many as 25 cars registered to date." Steve has coordinated a group of workers to help administer registration and car placement, and identify new sponsors. Finally, the tour to the USS Massachusetts is arranged, and the insurance waiver should be signed shortly.

Dave confirmed that the NJ DE event was very successful and well run. The facilities were described as excellent and the track — "Lightning" — was very fast. There were over 80 NER participants. The first day started with a deluge of rain, which caused a delay. The club, however, took advantage of the opportunity to learn the track first-hand, as NER participants boarded trucks that drove them around this new track, with instructors guiding the way.

Bob Canter provided the Administrative report. He lead off by crediting Chris Ryan for his significant help in serving as co-chair, and his involvement in planning monthly meetings. Bob proceeded with the following update: The August Porsche and Polo event at the Myopia Hunt Club in Hamilton MA has 58 registrants with 28 cars, complete with special Porsche parking. On September 21st the club will host a cruise on the Essex River. Room is still available for those who still wish to sign-up. On October 12th, the club will offer a mixed venue: road rally and private guided tour of Fall River Battleship Cove (meet at intersection of Route 16 in Newton and 128 South at the McDonald's). On Saturday, November 15th, the club auction event will be held at the Larz Anderson Museum. The last event of the year will be the NER annual banquet, which will be held on Dec 6th. Please mark your calendars.

Karen Cohen was unable to attend in person but the treasurer's report was submitted in advance of

the meeting. The board approved the financial statements as submitted.

John Bergen, Membership Chair, reported that there were 1401 primary members and 20 new members who joined last month. This brought the overall membership level to 2416 for the region.

Dave distributed NOR'EASTER assignments and deliverable dates. He outlined who was responsible for writing columns, taking photos and coverage for events. He also reported that John's report was already filed (nothing new) and that Bruce's article was submitted.

Matthew also sent the website update in advance. Usage statistics were in line with monthly trends. DE and AX schedules continue to receive the most hits on the website.

For new business, Susana reported that planning is well underway by the NER 50th Anniversary committee to commemorate this significant milestone. A celebratory 50th Anniversary dinner will be held in February 7th, 2009. The committee will also begin conducting promotional activities at every club event next year. This will include hanging banners and selling clothing with 50th Anniversary club logos. These promotional activities will be kicked-off at the annual banquet.

Finally, it was decided that next meeting of the board would be held on September 19th at 6:30 pm at the Larz Anderson Museum. Having no further business to discuss, this meeting of the board was adjourned at 8:38 pm.

Happy PCA Anniversary

Forty Years

Edwin Shenk

Twenty-Five Years

Gerald Fitton

Jim Selders

Twenty Years

John Loeb

Ten Years

David Kelly

Peter Mandelson

Wayne Richard

David Sharrow

Christopher Weinert

Five Years

Gil Cote

Timothy Looney

Jeffrey Marselle

Joe Massaro

Shamus McBride

Michael Mello

George Schlesinger

David Smith

Robert Steen

Erna Turner

Dean Wood

Double Clutching

Bob Canter



Well, I have now attended my third DE event. Due to scheduling restrictions, because of work, the only dates that have worked for me thus far have been those DE events that have been held at New Hampshire Motor Speedway (NHMS). Even the rescheduling of the Watkins Glen DE to September, which I thought was going to be perfect for me when it first occurred, was rescheduled to the very week I have qualified for a free trip from work to a luxury resort in New Mexico. Let's see, free trip to luxury resort... Watkins Glen... free trip to luxury resort... Watkins Glen... Well, I may love to drive my car, and Watkins Glen is definitely on my short list of tracks I want to visit, but honestly, it is against my nature to pass up a free trip. Watkins Glen will be there next year, the free trip to New Mexico won't. In fact, my company, which is a nationwide company, has already announced that next year the free trip will be to the Commonwealth Hotel here in Boston. You can be sure that destination is inspiring a lot of incentive in me to qualify for

If you have been giving any thought to trying a DE event and have been concerned about whether you can do it, don't be.

that free trip. Let's see, Watkins Glen... Boston... Watkins Glen... Boston... Anybody have a road map to upstate New York?

One thing for which I would like to express my gratitude is the number of PCA members who give up of their time to become instructors at these DE events. So far, I have had four instructors and each one of them has been great. Each one of them has been extremely knowledgeable, patient and instructive with me. If you have been giving any thought to trying a DE event and have been concerned about whether you can do it, don't be. These ladies and gentlemen who give of their time as instructors will make sure it will be one of the most rewarding experiences you will have in your Porsche. From the moment I got into my car with an instructor I knew I was in good hands. They each took the time to go over everything I needed to know. They explained to me what to expect, reminded me this was not a race, and that we would only drive at the pace where I was comfortable, with some gentle prodding to

push the car and me to my limits — and I want to stress to *my* limits. For the instructors, let's also not forget that for many of them it means putting in a long day, and sacrificing the opportunity to drive their own cars during all of the Red run group runs to teach us what we need to know. I would also like to say thank you to my first two instructors who were with me when I did my 360s in corner three at NHMS, and didn't just get out of the car and say they were done. Instead, they just smiled, asked, 'wasn't it good to get that out of my system,' and told me to drive on.

This being my third DE event I can already feel my competency is improving dramatically from where it was when I showed up for my first event last October. I am definitely driving quicker but, more importantly, I am recognizing the line I want to take more easily. There are still a lot of things I need to work on and clearly the fact that I have only driven at one track is a drawback to my own advancement. As a number of people have told me, NHMS is more the exception than the rule

when it comes to track design and layout.

In fact, a few people have referred to NHMS as a large autocross course. This why I am determined that next year I will take the opportunity to visit Watkins Glen and Mont-Tremblant. Once again, here is where I would like to thank the largess of our NER PCA membership. One

of the concerns I have had about making a trip to one of these distant tracks where I would be driving to and from the track is the fear of having some mechanical problem with a 24-year-old car, and how would I get my car back home. Although there can never be a guarantee with a situation like this, I have had numerous fellow NERers reassure me that neither my car nor I would be left behind, and this should not be an impediment to running these tracks. By the way, to know these people is to know that you are not getting lip service and they will be there for you.

Another suggestion I would make to anyone considering DE is to autocross first. I have had many instructors tell me that they can tell that when a first time DEer with autocross experience gets into the car, the learning curve for DE is quicker. Though the two are as dissimilar as they are the same, the experience of autocrossing serves as a great foundation for getting a great understanding of your car and how you should

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Flat Sixer

John Bergen



The first part of my column this month is a true membership piece. This past month I received an e-mail from an NNJR member alerting me to his recent relocation to Boston. His name is Rob Ricciardi and he is very interested in learning more about our club and region activities and, being new to the area, he is also interested in making new friends.

Rob Ricciardi is a new transplant to the Northeast Region from NNJ Region. He relocated here for both professional and personal reasons. He secured a position with the Ace Hardware Corporation as a District Manager and with his fiancée Michelle, resides in the South Shore of Boston. Rob has extensive experience with concours events and professional auto racing, as well. He grew up in a household where his father had several exotic racecars, and traveled throughout the regions to compete at various venues for car shows.

As a professional racer, Rob started off his career in shifter karts, graduated from both the Skip Barber and Elf-Winfield Franham Racing Schools.

I have begun my quest for a dedicated track car. I am looking for an air-cooled coupe that will be able to pass a PPI with flying colors.

He then competed in several series, including the Skip Barber Formula Ford and Saab Pro Series, and was on various IMSA teams. Rob currently holds a NASA Pro license as well. He is currently embarking on a long-term project car — a 1988 944 Turbo S that will mostly be used at shows and perhaps some DEs. As a member, Rob is looking forward to becoming involved in car shows, DEs, and helping other members hone their driving skills.

From the sounds of it, Rob will fit in just fine with Northeast Region. Be sure to keep an eye out for that 944 Turbo S at both concours and DE events.

Okay, now onto other news in the Porsche world. I have begun my quest for a dedicated track car. I am looking for an air-cooled coupe that will be able to pass a PPI (pre-purchase inspection) with flying colors.

I would like the car to have a roll cage, racing seats, and five or six point harnesses. Ideally the car will be a 964 so that I can benefit from the knowledge and experience I have of driving my

car. A nice RS America would be perfect, but the additional premium being added onto their prices seems kind of high.

To date I have driven a beautiful black RSA. It had most everything I was looking for with the exception of a roll cage, harnesses and racing seats. I did give it serious consideration, and I am still torturing myself over it. The challenge I have is the cost of buying and installing the additional components I want.

Let's for grins consider the following: a pre-fabricated full roll cage for a Porsche costs around \$1,900, racing seats are anywhere from \$600–\$1200 apiece, and harnesses are another \$300+ each. The total comes to anywhere from \$3,700 to \$5,500, and then there is installation.

I guess this is why many people have been suggesting to me that I find a car that someone has already taken the time and effort to prepare for the track. I can then benefit from the depreciation of the equipment. The trick is to find a really good car at a reasonable cost, although this is easier said than done. For now I will keep my eyes and ears open.

The next Porsche topic is the technical session my son Dylan and I attended at Jerry Pellegrino's new facility. For those who didn't know, European Performance Engineering has moved.

You can actually see a picture of the inside of the service area on the inside front cover of this *NOR'EASTER*. The new space is great, with plenty of room for cars, parts, parking and such. If you haven't been to see the new space you should take a drive over. He is just a little further west in Natick, directly off of Route 135. The technical session was well attended. The weather was ideal and Bob Canter and Chris Ryan showed up with Starbucks coffee. This, plus the knowledge that lunch would be served, was more than enough to get me, and others, to the shop on time.

The topics for this session were geared toward helping people prepare for the unexpected at the track. Jerry put together a great handout entitled, "Track Failures: Problems/Solutions." The main point of the session was for us as drivers to understand that we have a responsibility for our cars beyond just getting a technical inspection and showing up for Driver Education.

Throughout the session we all learned about the dos and don'ts of car maintenance. We learned

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In The Pits

Laurie Jitts



So it's been another month, and what a hell of a month it has been! Between packing up the Boston home, flying to San Antonio and then unpacking again, I feel like I have hardly had time to breath. It occurred to me while in the middle of sorting through the seemingly endless boxes of accumulated crap that have become my worldly possessions, that this is the first time in my life that I have ever had to do this. On the three separate occasions that I have 'moved' it was always in the middle of a divorce. Anyone who has ever incurred the wrath of a previous loving spouse is probably aware that packing in these circumstances usually means going and recovering your goods and chattels from the street outside your prior abode (usually in the trash bin). Typically what the spouse sees as an equitable split of possessions can be fit in the trunk of your car, so there is no big deal. Unfortunately, this time I didn't have the sense to get divorced and so the first month of my retirement hasn't exactly been the relaxing time I had in mind when it was first

I recently located the blender so the margaritas have been flowing and, almost more importantly the house's sound system is booming . . .

proposed. If I never see another a packing box it will be too soon. Anyway, somehow it all managed to get here and we seem to have found a place for most things and it is beginning to look like home. I recently located the blender so the margaritas have been flowing and, almost more importantly, the house's sound system is now operational. I've been testing it by booming my collection of 'gangsta' rap CDs throughout the house — I'm sure my neighbors are all wondering who (or what) has moved in.

The good news for me was that I was able to fit two great DE events into my month. The first was our inaugural event at the new "Lightning" course at the New Jersey Motor Speedway, held on the weekend of August 2nd, 3rd and 4th. I managed to organize things so that this was the period that everything we owned was on the road from Boston to San Antonio, so it was actually a great relief to hit the road with the GT3 in tow and go and enjoy a new track. The track surpassed all expectations. On a map it looks like a rather dull

oval with an extension to one side (I still think it is rather rude looking in plan). The plan however does not do justice to the elevation changes that make it really a fun little circuit. It is short at slightly less than two miles, is relatively easy to come to grips with, but at the end of three days I was still looking for the nuances that make the difference between quick and really fast. I will not go into a detailed description of the track itself as we have one on our website, but I will say that there are two corners that require blind faith that the track will be where you remember it as you crest and apex simultaneously. There is also a very fast front straight — my GT3 regularly indicated 150 mph just before the braking zone into one of the previously discussed blind cresting corners.

The event itself was also a pleasant surprise. In the middle of all the stuff I was dealing with I didn't feel like I had prepared as efficiently and completely as I normally would like, and I approached Saturday morning with no idea as to how things were going to work out. Things did not improve in my mind as a horrendous lightning storm broke out during the time we had reserved for our tech inspections, and continued into the time dedicated to an introductory track walk. Fortunately, the weather cleared by 9 am and was

to remain sunny for the rest of the three days. In place of our track walk, we held an hour-and-a-half of touring speed duckling lapping led by Dennis Macchio of the Bertil Roos Racing School, who graced us with his presence for the duration of the event.

Dennis had a hand in the design of the course and had already spent considerable time on the track so we were very fortunate to be able to draw on his expertise. Everybody I spoke to who spent time with Dennis (in his role as 'visiting professional') had nothing but praise for his matter-of-fact approach and his obvious knowledge and experience. The other great asset worthy of mention, and the real difference between an event and a great event, is the attendees themselves. We had a great mix of familiar faces and new ones from over a dozen different regions and everybody seemed to come with their happy hats on. Almost everyone behaved impeccably; driving was generally excellent considering we

continued on page 33

Calendar At A Glance

September

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

October

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

November

15 Annual Auction
@ Larz Anderson

December

6 Annual Dinner

February - 2009

7 50th Anniversary Dinner

Essex River Cruise Sunday, September 21st

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

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

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

Name (s): _____ Phone: _____

Address: _____ City / State / Zip _____

email: _____ # Of People In Party _____

Amount Enclosed @ \$26 / person \$ _____

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

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

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

Directions: from Boston and points south:

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

Maps, additional directions, and more information on the tour is available at www.essexcruises.com.



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

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

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

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

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

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

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

Directions: From Route 16

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

Maps, additional directions, and more information on the tour are available at www.battleshipcove.org.

Registration Request:

Name(s): _____ #Of People In Party: _____

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

Please pre-register for this event by Oct 5th ; email Chris Ryan at 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. If your planning on attending or for further registration information, contact Jon Cowen at 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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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 15th, 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: _____

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New Phone #



A Cautionary Commentary

Copy By Barbara Noonan

Mt. Tremblant is a wonderful place to go on vacation. It's a year round resort destination. The town is quaint and the countryside is full of lakes, mountains and trees. Tremblant village, the new resort at the base of the mountain is an idealized version of an old world, mountainside village set around a cobblestone pedestrian 'street'. There are flowers and trees and impeccable landscaping throughout the village. You can walk from your hotel to dinner and shopping. There are sidewalk cafes at almost all the restaurants. It all combines for a pleasant vacation experience. Until your truck gets stolen from the garage under the hotel.

It was the last day of the DE track event at LCMT and we were headed to the truck with all our luggage when we got to the garage and discovered it was gone. There was disbelief for about a split second. We were aware that others we knew had vehicles stolen while staying there. Of course you never really think it's going to happen to you. After all the truck had an alarm and OnStar. Neither of them ever made so much as a bleep. These were professionals. Did you know that Montreal is the car theft capital of Canada? Apparently Mt. Tremblant is great place for car thieves to shop for new vehicles. It's only a couple of hours from Montreal, where your vehicle is loaded into a cargo box and shipped to the middle east or eastern Europe within hours of being stolen. The police officer who wrote the report said only vehicles from the states or provinces other than Quebec get stolen. She also said the last time a vehicle was stolen there was in the spring. I'm not sure I believe that since another truck was stolen from another hotel the same night! Well, maybe that's what was on the shopping list that weekend.

It was a great truck. Chevy 2500 HD Duramax with an Alison transmission. Mike loved that truck and so did I, and I'm not a truck person. It rode great, it was comfortable and pulled the trailer like it wasn't even there. We'll get another truck but it won't be the same. After the initial shock of losing a vehicle, you start to think of all the other stuff that was in it when it disappeared. My cell phone, my Ipod, the radar detector, Mike's prescription driving glasses, his driving shoes and track bag, the rain jackets, a couple of umbrellas. Pretty much anything that didn't need to be in the trailer or in the hotel room was in the truck. Logistically it made sense but we will be reconsidering given our new perspective.

Let me tell you it wasn't easy getting home with a trailer and no truck to tow it. We figured we would just rent a truck and drive home. Not so fast. Rentals are round trip only! We ended up getting towed to the border by CAA. Then we planned on having AAA tow us to John Foster and Michelle Sceppa's house in Killington, VT. We were going to stay with them Sunday night and borrow their truck to get home the next day. Sounded like a good plan. Except AAA couldn't find anyone to come and get us. So we were stranded at the border at 7 p.m. Sunday night.

Fortunately for us a fellow driver from the event we were just at, came through and stopped to offer his help. He ended up dropping his Porsche and trailer at a friend's cottage a couple of exits down route I-89 and coming back with his truck to rescue us. We drove back to where his car was so he could drive it home to Waterbury, and we borrowed his truck to get our trailer home. We got home at 3:15 a.m. Who was this knight in shining armor? His name is Steve Sisler. We just met him for the first time that weekend. He was parked next to us in the paddock. Mike went for a ride with him the on his first run to help him with the line. That was it. I guess the saying is true... it's not the cars, it's the people. I believe if Steve hadn't helped us we would have been stuck at the border station all night, because when Mike called AAA back to cancel the call, they said they still hadn't found anyone to come and get us. Steve is an interesting guy. He builds custom homes in Vermont. Talented too, we got check out some of his fancy handiwork at his house when we returned his truck. Check out his website Sislerbuilders.com.

So if you go to Mt. Tremblant, beware! Take precautions to safe guard your vehicles. Install a kill switch, pull ignition wires, remove fuses, whatever it takes to keep your vehicle in its parking space. As one Vermont native put it "If it's new, you may as well leave it running!"

Another Success for Charity -- \$505 raised

By Joyce Brinton

We had another successful set of charity activities at NER's DE event at New Jersey Motorsports Park on August 2-4 and raised \$505 to benefit The Greater Boston Food Bank.

We were able to have Parade Laps on Saturday and Sunday as well as offer a number of individuals an opportunity to have a Taste of the Track, riding with an instructor during a regular run session. Unfortunately, we discovered that the track (under NJ law) would not allow anyone under 18 to be on the track, even during Parade Laps so some youngsters were every disappointed. We're sorry that happened, but next time we will know in advance and can warn families.

Future Charity events are planned for NER's Watkins Glen DE (Taste of the Track only since we don't have access to the track during lunch breaks) and possibly at the November 4th New Hampshire event (assuming I can find someone to organize them since I won't be able to attend).

Thanks to everyone who helped out at NJMP and to all those who made contributions.

2009 NER Board Nominating Committee Report

Copy By Bruce Hauben

Bruce 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 or phone (978)952-8517 or his committee members: Steve Artick email: sartick@comcast.net , Joyce Brinton (978)952-8517, or Robert N Cohen (978)779-2226

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Up-Tweaking Der Porsche II - EPE Tech Topics

Copy By Chris Ryan, Photos By Dave Weber

Saturday the 26th, members had an opportunity to visit European Performance Engineering's brand new facility on West Central Street (Rt. 135) in Natick, where they provide services ranging from routine maintenance and repair to sophisticated race prep for Porsches. When I arrived early at 9:30, there were already several members milling around the shop, including Dave and Susana Weber who were inspecting the work being done on Susana's car to repair the clutch problem mentioned by Dave in his August *NOR'EASTER* column.

Let's start by saying that the facility itself is impressive-looking. I guess we are used to attending tech sessions at more typical shops that are essentially a garage with a connected small office. The new EPE facility is located in a former auto dealership building on a major thoroughfare, complete with front parking lot and a showroom in the front of the building. You can't help but notice this place as you drive by — especially with a 993 Cup car, a GT3, and a very nice looking early 911 (customer cars) on display in the showroom. On this particular morning, one member's Mercedes 300SL Gullwing was also parked out front, calling even more than the usual amount of attention to the place. I imagine walk-in business must be up for EPE with this kind of eye-catching display.



Anattentive audience

We had a good turnout for the event — about 33 members were in attendance. After helping Bob Canter and I round up a few tables for us to set up the refreshments and sign-in sheets, our host and EPE owner, Jerry Pellegrino, began the session as members gathered around in the showroom. Jerry had prepared a "course syllabus" for us entitled Track Failures: Prob-



EPE' new headquarters



Not your typical auto dealership showroom display

lems/Solutions, describing a number of routine maintenance issues with comments about how to properly address them both routinely and in the event of a failure at the track. While some of these items may seem relatively minor, it became obvi-

ous during the group discussion that some of them, if left unattended, could easily ruin a perfectly good track day, sometimes in unexpected ways.

Jerry went through his course syllabus starting with brief discussion of drive belts. These should be inspected for proper tension and presence of cracks as part of any routine maintenance, but especially before planning to drive in a track event. Loss of the main drive belt will result in loss of engine cooling capability (oil- or water-cooled Porsches), and the resultant overheating and potential engine damage can happen a lot faster when on the track driving near redline. The importance of making sure all lug nuts are properly tightened using a torque wrench was also discussed. Over-tightening, which can easily occur if any more force is applied to the torque wrench after you hear the 'click,' can have devastating effect on lug nuts, especially the aluminum ones. Steel lugs are recommended for those doing DE or autocross, as they stand up better to repeated changes between track and street tires. Although these things are checked in the tech lines at an event, Jerry advised

continued on page 30



EPE's immaculate shop

Autocross #3 - Its The People & Cars, Stupid

Copy By Geoff Kronik , Photos By John Bergen

In the beginning, autocross might seem like a solo pursuit. It's you against the clock, you testing your car's limits, you morphing from everyday motorist into performance driver—in every way, more “me” than “we.”

Then a fellow driver, in the same car class, offers advice that could help you beat them. Next, a geriatric car with half your horsepower destroys you on the course. And the event organizers—do they do what they do because they love setting up tents and making announcements?

You begin to understand autocross isn't all about you, and that it's a unique engagement of great people and automobiles, united in friendly but genuine competition. The more you focus on other drivers and cars, and the sooner you recognize it all happens thanks to committed folks working gratis, the better your performance will be.

But all this wisdom might not come immediately.

At my first event, I had a neophyte's inflated sense of self-importance. I was sure everyone was watching me, ready to jeer at my mistakes. No doubt the course had been designed specifically to expose me as a novice, and I felt alone among speakers of an obscure alphanumeric language—I didn't know a 993 from a 996, or FTD from DNF.

I needn't have fretted about looking inexperienced—my first erratic sortie into the cones left no doubt about that. But instead of jeers, I heard “we've been there” chuckles, followed by good advice. The next autocross was equally positive, and for future events, I suspected I could leave my ego at the gate.

As a result, the faces at NER Autocross #3 looked a lot friendlier and the cars more compelling. I parked and greeted a driver named Jeff, to whom I already owed the good habit of Google-mapping the course, and watched in awe as another



928's are often seen autocrossing



A very quick Boxster

driver miraculously produced four wheels and a floor jack from the confines of his vintage 911. I talked to people about their cars, and observed how they prepared for competition. There was so much to learn from simply looking and listening, and I



Proud trophy winners pose for the grip and grin

Sponsored By



At the start waiting to go

couldn't wait to apply my new knowledge behind the wheel.

It was therefore fitting that I started the day on work assignment. Driving would have to wait, and that was fine—I watched cars with new interest, parsing the different models and noting how they behaved. 911s tended to lift one wheel on my turn, while 914s barely seemed to have one wheel down. 944s looked like cruise missiles going by, and watching



Excellent ocular driving

a Cayenne drift made clear the capability Porsche had packed into a two-ton SUV.

I also noticed that sometimes, a wheel would lock as a car hit the braking zone. This happened mostly with older vehicles,

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Quick Quiz: Which wheel has the smallest tire patch?

Autocross - continued from page 25

and when I asked someone if the difference was ABS, they said yes. Not long ago I didn't know a rotor from a caliper, so I was quite pleased with this insight, even a little proud.

So much for pride. During my first morning run, an instructor who'd come along said, "It's impressive how forgiving these Caymans are." I love my car, but would prefer its forgiving qualities not be spotlighted by my driving. Worse, he'd proposed I use third gear at one point, which revealed my inability to think past second in the cones. I didn't dare touch the shifter, but his other suggestions proved invaluable, as well as an observation by another driver that I was braking late for a crucial pivot.

My first run after lunch felt unusually good, and afterwards, a driver whom I don't know personally but whose skills I admire, gave me a thumbs-up. I was so pleased by this that on my next run, I promptly and giddily DNF'd. Then I calmed down, and my final run was the best yet and good enough for an NER low-carbon-footprint trophy.

I drove home feeling like a success, but reminded myself it didn't happen in a vacuum. My—yes, forgiving—Cayman had helped, and watching other cars was essential to predicting the vagaries of the course. More important still was advice from other drivers, and the event organizers had made everything possible in the first place. In fact, they ran things so well they even controlled the weather—rain threatened all day, but didn't fall until minutes after the trophy presentation.

There's no doubt in my mind that autocross is the rare sport that seamlessly integrates team spirit and competitive instinct.



Next up for a run

My individual efforts had paid off in better runs, but context was essential—without great people and great cars, I wouldn't have been there at all, improving my times and having the most fun you can have in second gear

Or maybe third—someday.



Pure speed - a very green GT3 RS

Results For Autocross #3 - Sponsor



Class	Pos.	Driver	Car Model	FTD
1	1	Sigrid Schnoerr	914	73.412
	2	Tom Tate	914	75.155
2	1	Joe Kraetsch	924 S	74.702
	2	Lisa Roche	944	76.484
	3	David Case	944	77.609
	4	M Moushon	944	84.439
	5	Bill Aubin	944	84.958
	6	S Brunkhurst	944	104.023
3	1	Craig Crossley	Cayenne	81.209
4	1	Neil Halbert	944 S2	75.908
	2	Jack Saunders	944 S2	96.447
5	1	George Rouhart	968	74.124
6	1	Francis O'Day	914-6	81.992
7	1	Michael Tosi	911	73.588
	2	Brian Lay	911 3.2	75.026
	3	Noel Swartz	911 SC	75.24
	4	Chris Ryan	911	77.599
	5	Robert Canter	911	77.977
	6	Dick Demaine	911 C2	78.774
	7	Jeff Johnson	911	80.559
	8	Cuan Coulter	911 SC	81.339
	9	Seth Guinen	928 S4	84.925
	10	Gerry Fitton	911 SC	85.754
	11	Steven James	911 3.2	90.701
8	1	J Cowen	Boxster	71.986
	2	Greg Osche	Boxster S	72.238
	3	Fred Cowen	Boxster	75.092

Class	Pos.	Driver	Car Model	FTD
8SS	1	Matt Baker	Boxster S	75.261
	2	Steve Ross	Boxster	77.406
	3	John Bergen	Boxster	78.617
	4	Geoff Kronik	Cayman	79.598
	5	Brian Kelly	Boxster	81.705
	6	Kevin Moore	Boxster	82.995
	7	Philip Garland	Cayman	85.907
	8	Art Odea	Boxster S	87.238
10	1	George Skaubitis	RS A	76.219
	2	Christine Skaubitis	RS A	80.68
	3	James Anonuevo	RS A	89.02
11	1	Craig Parker	911	82.054
11SS	1	Paul Tosi	997	72.514
	2	Jake Moreau	996	76.622
	3	Michael Bickford	997S	77.424
	4	Susan Kelley	997 C2S	79.832
	5	Christopher Fahy	996	80.517
	6	Robert Raeburn	997S	82.393
	7	William Nerney	996	88.192
14	1	Stepen Lefebvre	GT3	72.115
	2	Mark Skala	914-6	73.052
	3	Christopher Tuck	911 S	74.466
	4	Mike Bete	Cayman	78.222
	5	Charles Stromeyer	911 TT	DNF
15	1	Mark Schnoerr	997 GT3	71.182
	2	Dave Grant	GT3	77.097
16	1	Mike Shields	BMW	68.423
	2	Chris Franson	BMW	69.8
	3	Mike Stukalin	Miata	71.015
	4	Hank Wallace	95 M3	71.294
	5	Tom Gurski	Lotus	71.949
	6	John MacDonald	BMW M3	73.362
	7	Emilie Lachance	BMW M3	79.417
	8	Kyle Raeburn	VW R32	82.019



Staging for a run

Porsche News

Copy & Photos Courtesy of Porsche Cars North America

More Power and Unique Design Cues Mark New Porsche Boxster S and Cayman S Limited Editions

ATLANTA, AUGUST 4, 2008 – A comprehensive list of enhancements, led by more powerful engines and unique visual features, will distinguish the new, limited-edition Boxster S Porsche Design Edition 2 and Porsche Cayman S Sport mid-engine sports cars when they are introduced in October by Porsche Cars North America (PCNA) and Porsche Cars Canada.

Porsche will build 500 Boxster S Porsche Design Edition 2 and 700 Cayman S Sport models, and less than 50 of the Boxster S and approximately 100 of the Cayman S limited-edition sports cars – each one with a glove box plaque bearing its number from the exclusive series – will reach U.S. shores. Both cars will be available through authorized U.S. Porsche dealers this Octo-

ber, and the Boxster S Porsche Design Edition 2 and Cayman S Sport U.S. MSRPs are \$68,700 and \$69,900, respectively.

A range of standard equipment, beyond the eight-horsepower bump to 303 from the 3.4-Liter engine, further sets these variants apart from the standard Porsche Cayman S and Boxster S.

The Cayman S Sport's appearance emulates that of the Porsche 911 GT3 RS, beginning with standard GT3 RS exterior colors of green or orange, which are enhanced by GT3 RS touches like black rims, exterior mirrors and air-intake grilles and a black interior design package. Like the GT3 RS, the sides of the new car feature its model designation, "Cayman S" in black letters. In addition to orange and green, the Cayman S Sport will be available in black, Guards Red, Speed Yellow, Carrara White or Arctic Silver.



Cayman S Sport

Performance upgrades standard on the Cayman S Sport beyond the engine include Porsche Active Suspension Management (PASM) with a 10mm-lowered suspension, as well as 5mm spacers on the 19-inch SportDesign wheels.

Additional standard features include Bi-Xenon headlamps, the Sports Chrono Package, sports seats, alcantara finish for the gearshift lever, hand brake and the rim of the GT3 steering wheel, as well as a sports exhaust system featuring a twin-chamber tailpipe.

Spotting the new Boxster S Porsche Design Edition 2 will be easy – look for the Carrara White mid-engine Porsche roadster with white finishes on the star-spoke, painted 19-inch Sport-Design wheels, side air intakes, center console and instrument dials. Contrasting the white features are grey stripes lengthwise along the body, and black standard leather upholstery and convertible top in stone grey.

Echoing the white tachometer and speedometer is the included Boxster S Porsche Design Edition 2 Chronograph, a men's wristwatch from the Porsche Design Dashboard Collection designed in conjunction with the car.

Porsche Enhances Warranty for its Successful Certified Pre-Owned Vehicle Program

ATLANTA, GA/MISSISSAUGA, ONT - August 11, 2008 - Porsche has announced a significant upgrade to its Certified Pre-Owned (CPO) program that will now include an enhanced warranty for all CPO cars sold in the United States and Canada.

Since August 1, customers who purchase a Certified Pre-Owned Porsche will receive a company backed 2-year or 50,000m / 80,000km (whichever comes first) limited warranty that mirrors the new car limited warranty coverage. Additionally, for customers who buy cars with a balance of the New Car Limited Warranty Coverage, this remaining balance will be added to the new Certified Pre-owned Limited Warranty coverage.

Customers will only be responsible for normal wear and tear components such as brake pads, wiper blades and regularly scheduled maintenance. Twenty-four hour roadside assistance is also included in the pre-owned package.

"This upgrade to the CPO program will add even more value – and peace of mind - for these important customers, many of whom are just entering the brand; obviously, we want to create a very positive Porsche experience with these new customers," said Kevin Harvey, Porsche Cars North America's Manager, Pre-owned Operations. "Our goal is to make the pre-owned experience just as satisfying as the new car one."

Harvey said the CPO program at Porsche, which is now five years old, is growing in success each year, and this year he expects record results. North American Porsche dealers sold a total of 6,985 units in calendar year 2007. Sales are on pace for over 7,500 units in calendar year 2008. In the last five years,

Porsche Dealer pre-owned sales penetration has grown from 16 percent of the total Porsche Pre-owned market to 33 percent. This is largely due to the on top sales volume the Certified Pre-owned Program has created for the dealer network.

Only the best used Porsches are selected as Certified Pre-Owned Porsches. Every certified used car undergoes a rigorous 111-point inspection and a detailed reconditioning process by Porsche –trained technicians whose goal is to bring the car back to new as close as possible.

Porsche to Build New Northeast Regional Facility

ATLANTA--(BUSINESS WIRE)-- In a move to improve customer service by increasing operating efficiency across the board, Porsche Cars North America, Inc. (PCNA) plans to open a Northeast Regional Support Center next year at the to-be-constructed Chrin Commerce Centre in Pennsylvania's Lehigh Valley, less than 70 miles from both Philadelphia and New York City, one of Porsche's most vital sales regions.

The 130,000 square-foot facility, with room to grow by an additional 32,000 square feet, will be developed for Porsche by Atlanta based Industrial Developments International, IDI, Inc. The facility also will be home to a Porsche Academy Training Center, Porsche's Area East Office, and a new Northeast Parts Distribution Center. When fully operational the center's staff will number 35, of which 20 will be new employees. Construction on the center is expected to begin this fall.

According to Rob Nemchik, General Manager Porsche Logistics, LLC, combining these regional operations with a third Parts Distribution Center (PDC) will greatly improve the company's logistic operations. Porsche currently operates PDCs in Atlanta and Ontario, California. Nemchik said the new construction is a very logical move. "The time it takes to get parts to Porsche dealers in the Northeastern United States and Eastern Canada will be greatly reduced and at the same time the cost to ship will decrease," he said. "In addition, Porsche will realize the positive synergies of combining three departments in one location, something already established at our facility in Ontario with a great deal of success." To reinforce PCNA's commitment to its 'Green' initiatives, the proposed building will be LEED certified for its environmental sensitivity.

Pending the Palmer Township approval, ground is planned to be broken in October 2008 for the new facility. The facility's grand opening is currently planned for the summer of 2009.

owners and drivers to keep on top of these kinds of things themselves as well, or make sure a trusted caretaker is doing it for you.

Proper alignment and integrity of suspension components prior to track use is extremely important. Any irregularity noted such as the steering wheel not being straight or other unusual handling characteristics should be addressed. While these things could be considered an annoyance during street driving, they could become big problems while driving at high speed on-track. Tech inspections are supposed to check for these things, but again, it was stressed that it is ultimately the owner's and driver's responsibility to know the condition of the car.

Oil leaks at the track can be an obvious major safety hazard, not to mention their potential to damage your car. Porsches, with their extensive oil plumbing, are well known for being susceptible to these types of problems, so periodic inspection and proper maintenance here is well worth it. Simple things like leaving an oil filler cap off or loose can cause problems — even some unanticipated ones. During some of the interactive discussions, Tom Tate relayed a story about a driver whose track outing turned into a nightmare when an oil leak caused an

engine fire, which in turn led to a damaged engine when the car was incorrectly jacked up by its engine to clean off the fire retardant chemical. Not a good time for that poor guy.

Auto and tire manufacturers recommend pressures that maximize safety above all else (i.e. performance) and are designed to promote understeer during hard maneuvering. Lowering pressures to get a better tire contact patch or raising it to stiffen the sidewalls were discussed as ways to adjust your car's handling characteristics for performance driving. Of course, the optimum settings for high performance handling on-track depend on the car, its suspension setup, and the type of tires themselves. Nitrogen can help with pressure fluctuations as tires heat up on the track.

As we know, missing a shift at the track will be obvious, but it is possible to get lucky here. Jerry described the situation as follows: if you've broken a rocker arm, you are one of the (relatively) lucky ones. The rocker and even the rocker shaft can be repaired at the track if necessary. Many drivers carry spare rockers just in case. If the rocker does not break and valves and pistons make intimate contact inside your engine, you are not

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50th Anniversary Happenings

Copy By Michelle Wang

Did you know that the Northeast Region celebrates its 50th year in 2009? Your 50th Anniversary Committee has been hard at work organizing and planning a slate of special events for all to enjoy.

Who are we? We are a group of interested and committed members from all over the Region. The Committee is (in alphabetical order): Steve Boris, Joyce Brinton, Karen Cotte, Karen Cohen, Christine Crosby, Charlie and Martha Dow, Tom Heffernan, Drew Ley, Dave Melchar, Russ Merriam, Bette Mae Mosley, Don Plant, Steve Ross, Carol Searle, Michelle Wang, Darice Wareham, and Susana Weber.

Everyone's been busy helping to plan a 50th Gala Celebration dinner in February 2009, a summer reprise of the Seymour Lisker rally, and a fall PorscheFest in the Southcoast area. We will also be working with the Ramble, DE and Autocross committees to ensure the 50th theme is carried through each of our "usual" events during 2009. There will be special limited edition 50th merchandise available during the year, along with commemorative prizes and contests.

How can YOU help? Come out and participate. Offer your time and talents. Long time members, we would love to see you again. You might win a special prize for joining in on the fun! The Committee will be sure to keep everyone updated in future issues of the *NOR'EASTER*.

EPE Tech - continued from page 30

so blessed, and the sound of that unusually whiny downshift will probably be replaying in your head as you get ready to break out the checkbook.

Following the session in the showroom, members enjoyed lunch provided by the club while continuing to swap car stories. We also wandered out to the garage area where Jerry spent more time with us showing off his new digs, answering lots of questions about the cars being worked on in the shop, and questions about members' own cars. It's clear that this is a guy who loves what he does and probably enjoys it even more now that it's being done in such nice surroundings. NER thanks Jerry and his staff for their generous hospitality.



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that, with the proper planning, we could be prepared to fix some minor technical issues and not have to abandon a day at the track. We also learned that if you are driving on the track and something just doesn't feel right about the car, come into the pits and check the car out. The reasoning is that, nine times out of ten, something is indeed wrong with the car and you shouldn't ignore your gut feeling. It is much safer to check over your car and find nothing wrong then to continue to drive and have something fail.

A failure could be something as simple as your brake pads or brake fluid overheating, where taking a break — I just realized my pun — would allow things to cool off. If you are well prepared, and your brakes were at their limit of thickness, you could replace them. Of course you would want to wait for the car to cool off, especially if you have those soft lugs nuts. Trying to take your wheels off while they are still hot can cause the non-steel lug nuts to break, which is bad.

All in all, it was an excellent technical session. It was great seeing everyone there and getting a chance to see all of your Porsches and a few exotic non-Porsches. There was one low point however. One of my fellow DEers, Steve James, showed up a bit late in his mint 964 Cabriolet. At least it was mint before that morning. It seems he was tagged by someone who had run a red light, just before getting to EPE. While he was trying to enjoy the session you could tell his mind was somewhere else. Hopefully he will get things sorted out in short order and be able to continue to enjoy top-down driving for the rest of the summer.

Moving on, I participated in the third NER autocross of the season. The weather was a bit shaky and the weatherman was predicting rain. For this autocross, Steve Ross was kind enough to let me co-drive with him in his Boxster. By driving the Boxster, of course, I would be abandoning my ranking in Class 10. That didn't deter me, however, and I gladly accepted Steve's offer for a drive.

Since our devoted Autocross Chair was attending a DE in New Jersey, we had a substitute chair: Cuan Coulter. He, along with several other members of the Autocross Committee, was on hand to make sure that things ran smoothly. And smoothly they did run. Registration went off without a hitch, the course was set up in no time, and the timing equipment was ready to go all prior to the morning driver's meeting.

Steve and I were in the second run group this day, so we would be working for the first half of the day. I was on picture-taking duty, as well as helping out with various other things. The course seemed fast, but then again it always does until you actually drive it. When the first group of the morning finished Steve came to me and offered to let me drive first. "Sure" I said, "I'd be honored to be your tire warmer."

He quickly went over the car with me, and explained the way to close the top if it started raining and to turn off the traction control. Steve pointed out that the traction control tends to rob

you of power in turns and that after I have done a run or two with it on I should try running with the traction control off. My first run was great. I wasn't trying to break any land speed records, just trying to get around the course and get the feel of the car. I do have to say that I was amazed at how easy it was to drive the Boxster. Granted I have driven my brother's Cayman, so I knew how well balanced these mid-engine cars are, but I really didn't appreciate it until I was cruising through the slalom.

My next three runs were great. No cones lost their lives, and I gave rides to three different people. Even with the added weight of passengers I was posting good times and I was having a blast. Steve could sense that I was enjoying myself and asked me whether or not I was still convinced my next track car would be a 911. Hmm, maybe a nice Cayman or Cayman S would be the answer.

After switching off with Steve I checked the time sheets. Since there were eight drivers in Class 8SS, I wasn't holding my breath that I would finish too high. I was holding my own, however, and was in fifth place by lunchtime. By the time the afternoon session came around the weather was looking a bit dicey. Steve went out first this time so that if it did rain he could at least get in all of his runs.

When my time finally came to go there were some raindrops failing, but nothing major. My first run of the afternoon was faster than my morning runs, and gave me hope that maybe I would place higher than I had expected. In the end, my last run was my best of the day. I had managed to get to within a little over a second of Steve's best time and I had captured third place. Not bad for my first time out in a Boxster.

When all was said and done with the event, everyone had gotten in eight runs and we were on our way home by 2:30 beating the downpour that arrived shortly after we left. I believe this is a new world record, or at least maybe a new Olympic record! Thanks to all who made this a great day! Now I am preparing for some of the many upcoming events planned for our region. There are the fourth autocross event on August 31st, Driver Education at NHMS on Sept. 4th, Concours at Larz Anderson Park on Sept. 6th, and DE at Watkins Glen on Sept. 10th and 11th, just to name a few. You can imagine that things will be quite busy for the rest of the summer. For a complete listing of events, check out this copy of the *NOR'EASTER* or our website at www.porschenet.com.

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

were all in a new environment and everyone seemed ready to chip in to help make this a wonderful experience. Special mention should be made of our tech crew who selflessly worked on through awful conditions on the first day — thank you to the Anderson family, Moe Auger, Ronny Mann and all the other members whose names escape me right now. Equally I would like to extend a thank you to Joyce, Joe and Stan who worked control for virtually the whole three days without a break. I am hoping we will be able to make this a regular event on our calendar and it seemed that everyone who attended hopes so as well. If you see it on the schedule for next year I thoroughly recommend giving it a try — everyone from novice to instructor seemed to universally agree it was a great track and great event.

The second event I managed to fit into my calendar was last week (August 15th, 16th and 17th) at New Hampshire. It seemed a little opulent flying up from Texas, picking up the old 911 and heading to the track for the weekend only to fly home again, but I had an excellent excuse — the Targa Newfoundland is only weeks away, and this would be my last chance to really shake down the car in preparation. I went with a simple plan — drive the crap out of the car and see if I could break anything. The good news is that she passed the test with flying colors.

I think I have mentioned before that driving the old car is a completely different experience to the GT3. The biggest difference is in straight-line speed. My usual 130-mph entry into turn one is replaced by a somewhat more leisurely 89 mph, but the real fun starts after the first turn. No longer can I rely on simply planting the foot once I have made the corner; now I have to actually maintain momentum if I am to negotiate the track

with even a modicum of dignity. Once before I have mentioned that driving the old 911 is more like driving a Bertil Roos formula car than driving the GT3. Sliding, slipping, scrubbing speed with the steering, adjusting line with the throttle, left-foot braking to drive a little rotation — what a blast. Can't wait for September and the Targa.

Aside from the chance to drive the bejesus out the old beast I also had a great three days hanging out with friends and enjoying the event itself. North Country Region (our partners and the

managers for this event) really do a great job turning on a really relaxed event. Day one (the advanced day) offered six 30-minute runs (which is a lot) and I can tell you I was exhausted by the end of it. Day two saw me instructing a student who, on paper, sounded like a nightmare — never been to New Hampshire, hadn't been on a track in 14 years, last ran in the Black run group demoted to the Yellow run group while we assessed him and, worst of all, bringing his new GT3 to the track. This is the stuff that instructor's nightmares are made of. Well, our first couple of laps proved to be about as I expected — not good! As we were starting lap three and the words were coming out of my mouth were, "You know GT3s are cars that really require a lot of respect, if you treat it wrong it will bite you in the..." my over-zealous student manages to put the car into a 360-degree spin coming through turn 2b. As we entered the pits he rather more humbly explained that he had thought he was going for a check-out ride, but that maybe, on second thought, a little instruction may not be a bad idea. I agreed and, with new respect for his new toy and a much more subdued approach, my student and I had a great weekend of learning together. To give credit where due I will say that, once settled, he turned out to be a very competent driver and we had a lot of fun together.

So the next big thing on my upcoming agenda is the Targa Newfoundland. My brother arrives September 5th and soon after we head off the far reaches of Canada for what I am hoping will be a once-in-a-lifetime experience. I'll tell you all about in my next column, which I hope I will be able to get written, as my deadline is the same day as the last day of the Targa.

By the time you read this we will be days away from our September 4th NHMS event, which I am very pleased to say has a much higher number of students in the Yellow and Green run groups than we usually attract to this event. The same can be said of the recent August event at the same venue. Student run groups for the recent event had sold out by early May! This is very gratifying as these are the people who will constitute the future of our sport.

Don't forget that we still have plenty going on: September 10th and 11th at Watkins Glen September 20th–22nd at Mosport (hosted by UCR); October 13th and 14th at NHMS (hosted by NCR)

I will be at New Hampshire on September 4th but this will be the last event where I will officiate as your Track Chair — very sad. The good news is that a replacement has stepped up. George Bixby, a familiar face to many of you and last year's Instructor of the Year, will be replacing me. I will remain as involved as required to ensure that the transition will be as seamless as possible. George is one my favorite track personalities and I know you will all make him as welcome as you have made me in the past.

See you at the track.

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years of driving, my brain just wouldn't allow my hand to push the gearshift lever into first gear at 50 mph. A street driven 356 runs out of breath in first gear at about 15 mph. I went out in the next session, talked to myself out loud, and downshifting into first gear transformed the car. It pulled out of the turns like a train and never had so much as a hiccup. This was a racecar.

The car was geared perfectly for the back straight, as it would pull to 7200 rpm in fourth gear, which my math told me was 140 mph. And remember this was a 46-year-old car. The brakes were terrific with never a hint of fading. They were solid discs from a 356C and had no trouble slowing the car time after time, lap after lap.

I was starting to get some confidence in my abilities as I hustled the tub around the course with my lap times putting me 24th out of the 37 cars in my group. At least I wasn't going to be last. I did expect to be ahead of one of the other 356 drivers in Vic's group because he was 78 years old, but I just couldn't keep up with him. That gives me some hope that I can do this at least for a while.

Just before the qualifying race the next day, the H-Production buzz bombs — Sprites, Bugeyes, and MGs — were out on the track and we were on the false grid when the skies opened and, as they say in Texas, produced a "real frog strangler." It rained so hard that the race before us was stopped as the tow trucks went out to drag the little buggers back in after the track turned into a river. Most of the British cars were open with no tops and you could see the water running out of them like a bathtub without a stopper. We sat for a while as the storm blew by, as it tends to do in the Midwest, and after about 20 minutes

followed the pace car out to see how it looked. My car was a coupe and I was nice and dry with a windshield between me and the car ahead throwing up spray. Many of the other drivers weren't as lucky as the water ran up their hoods and into their faces. The course was wet but the cross-track rivers had subsided so they dropped the flag and off we went. I have always enjoyed driving in the rain. It takes a lighter touch and you have to be really smooth, like driving out on the ice on Newfound Lake in NH. And you know how much I enjoy that event every year. This was ice racing all over again, except it was June and 85 degrees.

Like ice racing, traction is an all-important element in racing. In addition to other Porsches, I was running with MGBs, Elvas, Lotus Super 7s, and other front-engine, rear-wheel drive cars that just didn't have the traction that the 356 had with its engine over the drive wheels. Coming out of turns on wet pavement I could just step on the gas and be gone, they would do the same but get wheel spin. I don't think that I passed as many on the track as I did alongside the track, as many cars spun in the wet and went off in the grass. The little 356 I drove seemed to like the light foot that I used and never got out of sorts at all. At the end of the 10-lap race I had moved up to 12th overall, and would start the race the next day with a lot of faster cars behind me. I mentioned that to Vic and he said that it wouldn't be a problem, just watch my mirrors. Like I didn't have enough to do already.

The day concluded with a great cookout that Barbara Skirmants put on for the bunch of us, and anyone else that was standing around the pits. The ever-present jar of cashew nuts, lots of beer, beef and potato salad made for plenty for all. It was a great time reliving the qualifying run as the sun sank into the Ohio hills, just like a rear racecar driver.

Next month we'll see if the weather is still in my corner as the endurance race and the feature event see the starter's flag. As a hint, it rains a lot in Ohio in the summer but it never lasts long. KTF

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likes of Parnelli Jones, Peter Revson, Jim Hall, Swede Savage, Dan Gurney, Jerry Titus, George Follmer and others. My job during the race was to cover the Mustang pits run by 'good ole boy' Junior Johnson of NASCAR fame, with Parnelli Jones as the primary driver. All I had to do was make sure that only a set number of workers were over the wall during the pit stops, sounded easy but once the cars came in these stock car crew regulars bounced over and back over the wall like lightning, I could barely keep up with the count and most they likely the violated the rules over and over again. Unfortunately, the Mustang of Jones had its hood come loose and, after a quick 'duct tape' job during a pit stop, the whole hood blew off, disrupting the air flow over the car and relegating Parnelli to a runner up position behind the dominant Javelin of Donahue. As an interesting sidelight, another of my duties was to make sure only drivers and crew members were in the pits before the race. Since they all had badges it was pretty straightforward to see who belonged and who did not, so when I saw a tall lanky guy ambling down the pit row with no badge apparent, I questioned him. Well, to my surprise, when he showed it to me the name Jim Hall seemed very familiar (you know, the guy who developed the Chaparral). The final memorable moment was in the under-2-liter race the next day where John Morton was driving the BRE (Brock Racing Enterprises — the same Pete Brock who writes for many motorsports magazines, and who developed the Cobra Daytona Coupe) Datsun 510, a dominant car that was beating the European Alfas and BMWs throughout the year. I had the same job, which also included making sure a fire extinguisher was present at all pit stops (amazingly there was no catch can for fuel overflow, so pit stops for gas were always accompanied by spilled gas everywhere). Well, the Datsun came in for an unscheduled pit stop with smoke pouring out of the right rear area of the car. The BRE crew had the car up on jack stands in a matter of seconds, followed by a shot of the fire extinguisher to cool the axle and then a one- or two-minute change of that component and right back into the fray. Looking down on the ground I saw a molten piece of metal that used to be a U-joint.

That's it for this month. In the next issue I will continue the story through the '70s including an epic trip to a Can-Am race at Bridgehampton (which reminded me more of Woodstock than a racetrack), the yearly pilgrimages to Lime Rock (one time in a limousine) to see the IMSA races, and finally into the '90s for our unofficial PCA winter vacation to the 24 Hours of Daytona.

paings about alternative energy options. Increased use of wind and solar power are supposedly the answer to high gas prices (ethanol certainly hasn't been the answer!!). Electric cars using energy from these alternatives will further reduce oil consumption. But, and it's increasingly a huge 'but,' environmentalists in particular are fighting the construction of new transmission lines all over the country. The infrastructure necessary to support increased use of electricity is not in place, is not sufficiently under construction, and will not be completed for many years (read fifteen to twenty years optimistically). The NIMBY crowd (and I'm probably one of them should they want to put a transmission line through my lot ☺) along with the environmental community will drag out the permitting process for major infrastructure investment. The latter group wants to see more use of wind and solar power, but they also will fight construction of the power lines necessary to use these alternative sources. Until the politicians and environmentalists get serious about working together to solve these conflicting objectives, oil will remain our principal source of energy — and we'd better get busy drilling for more oil within our boundaries!

react under certain situations to keep your car under control. It also teaches you about the importance of following a line, finding the apex, how to brake-steer and throttle-steer, and getting a sense of the limits for your car to maximize your performance and enjoyment.

For those of you interested, it is not to late this season to sign up for either a DE or autocross event, or both. Just check-out the NER calendar, take the plunge and find out what you have been missing all these years you have been owning that Porsche.

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At any event, the people whose seats are furthest from the aisle arrive last.

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If there are only two people in a locker room, they will have adjacent lockers.

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