



2009 Zone 1 Concours d'Elegance & Rally
 2009 New England Ramble
 Spring Time South Shore Rally & Sunday Brunch
Zone 1 48 Hours of The Glen

THE NOR'EASTER

APRIL 2009 **APRIL 2009** APRIL 2009 APRIL 2009

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COVER



Cover Photo
This famous photo of the "1969 25 Homologations Fahrzeuge des Typ 917 im Zuffenhausener Porsche Werk" is courtesy of Porsche Cars North America.

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Out In The Passing Lane

Dave Weber



Twelve hours was all that was required to take us from a 280° unobstructed view of the ocean and warm sunny weather back to snowy gray Boxford. We spent 12 wonderful days in St. Martin in a large villa with a spectacular view of the ocean. On our last weekend on the island we watched 218 sailboats of different sizes race in the annual Heineken Regatta. Races are held over three days, with the boats racing between Phillipsburg on the Dutch side of the island to Marigot on the French side of the island. This year the racers were confronted with 30-knot-plus winds over the three days. The wind stirred up 8' – 10' waves, complicating the sailing. We saw one boat demasted, and apparently there were numerous collisions and lots of broken gear each day.

From our vantage point we looked down on the boats rounding a point heading for Marigot. The view was spectacular, 218 sailboats with white sails set against a blue sky and aquamarine water.

We spent lots of time reading; I finished five

Each morning I'd hop in our rental car and drive a few miles to a small grocery store where I would purchase three croissants — one chocolate, one apple, and one almond. After a couple of days the deli counterman knew my order and was bagging it without any instructions on my part. Unfortunately (or maybe fortunately I should say) we don't have access to pastries as good as these back in Boxford.

One of the books I read was Tom Brokaw's new book, "Boom! Talking About the Sixties." The focus of the book is the year 1968, what was going on that year and those on either side of '68, as compared to what *is* going on (or was in Oct, 2008 when the book was released). He interviewed a number of people active in one way or another — in music, education, the military, politics, business, the arts, and the drug scene — then and now. Some of those people interviewed were radicals of the era and still are. Others have shifted their viewpoints and become more introspective about their activities. If you're a "boomer" in particular I think you'll find the book an interesting read, as it will take you back in time to 1968 and cause you to do a bit of reliving of that time and what you were doing, and how it shaped your life today.

This year on the island we encountered a number of Porsche Cayenne's.

Apparently Porsche has found a new market for their SUV. The island's roads are not all that well maintained, so an off-road capable vehicle is probably useful. But the roads are also narrow in many places, and finding a parking spot large enough for a Cayenne must be a challenge. Normally what you see on the roads are small Kias, and a wide range of small European makes. We did see several cars with aftermarket wheels and very low profile tires. Those owners must be really challenged as the drive around as the pot holes on some streets could swallow buses, and the plethora of speed bumps are a constant source of danger.

We did inquire about the impact of slowing global economies on the local tourist industry. The feedback we received was pretty consistent, with nearly everyone we spoke with already dealing with less business. The villa rental company we deal with feels bookings are down 30% after

Each morning I'd hop in our rental car and drive a few miles to a small grocery store where I'd purchase three croissants.

books over the 12-day vacation, and still found lots of time to work on my tan! We liked the villa we stayed in so much we decided to spend most evenings dining in the villa, as we wanted to take full advantage of the view afforded us at each night's sunset.

Several mornings we went for photo walks in Marigot, to take pictures of the many interesting buildings, signs, and waterfront vistas that are present in the town. In total we took over 1100 photographs, more than enough to keep us busy in Photoshop for months.

This was our fourth annual trip to the island and I can't wait to go back again next year. But now it's back to work. Getting back into my normal daily routine has proved to be a bit of a challenge. My normal efficiency has been slow to return, and for some reason I'm not the least bit bothered by my lack of structure.

I'll also have to get busy on a bit of a diet. Two croissants a day plus lots of French bread, while extremely tasty, are not good for one's weight.

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Flat Sixer

John Bergen



Spring is definitely in the air. The weather is beginning to get nicer and warmer. The snow is almost completely gone, although the last time we were at this point, a few weeks ago, it snowed. All I know is that I am so done with winter.

This year was the first year in a long time that I did not head north for skiing. While the side benefit of skipping skiing this year is that I did not expose myself to unnecessary injury, I did miss out on the opportunity to hang out with my family. There is always next year, as I told my sons, and hopefully they will want to go next year.

So what have I been doing if I wasn't skiing? I have been busy getting ready for spring and the driving season. Part of my ritual in getting ready is to attend some of the many annual club meetings, including the Driver Education Ground School. This year's school was very well attended, and I snapped some shots that you can see by visiting our website at www.porschenet.com. There should be a link under *Latest News*. If you don't find it, send me an e-mail and I will send you the link.

To give you an example of how crazy things have been for me, I had convinced myself that the ground school was on Saturday this year.

HMS Motorsports was very well prepared for us, and both Steve Artick and Joe Marko did an excellent job of explaining to the crowd what Driver Education was and what equipment was needed, at a minimum, to get started. One of the many benefits of having the ground school at HMS is that they have all the gear you need to get started. Plus, Joe and his staff are very friendly, knowledgeable, and a pleasure to work with.

To give you an example of how crazy things have been for me, I had convinced myself that the ground school was on Saturday this year. Imagine my surprise when I arrived at HMS a little before 10 and found the parking lot empty. This fact alone should have given me reason to pause and consider that maybe I was there on the wrong date, but no. I thought that I must have been early and proceeded to head into the store.

Thank God the store was open since, after having driven an hour or so from Walpole, I was in need of visiting the little driver's room. The store was quite empty, and the only person there at the time was surprised when I mentioned that I was

there for the ground school. He cheerfully broke the news to me that it was scheduled for Sunday and he hoped that I had not driven too far to get there. Talk about a senior moment!

I was more than happy to laugh at myself and then jump back into my car to head home before I wasted any more time. Before I pulled out of the parking lot I called my wife to let her know what was up. She informed me that our oldest son Dylan would be at his karate class, participating in a board-breaking exercise at 10:45. Since I was out and had my camera with me, I decided to head to his karate class to get some action shots.

As luck would have it, I arrived in plenty of time at the gym. There must have been 12 kids all ready to go and do some serious board breaking. If you have never seen kids do this, it is an experience I can recommend. The instructors were great and gave encouragement to all of their students. There were a few tiny tikes that had me thinking, "there is no way that little kid is ever going to break that board." Boy, was I wrong. It may have taken them a few tries, but each and every student successfully broke a board. When it came time for Dylan to break his board, he kicked through it so easily that his instructor insisted he break another. The second board took Dylan three tries to break and when he finally broke it the entire crowd was cheering.

Dylan was very excited to show his mother and brother the pictures, and I also put the pictures onto the web so his uncles and grand parents could see them too. Of course, when it is Sean's turn to break some boards, I will be there to snap some pictures for him too.

Now back to spring. Another sure sign that spring is in the air is the opening of registration for driver education. For our region, registration opened on March 1st and I made sure to log onto ClubRegistration.net and sign up for Mont-Tremblant, Calabogie and Watkins Glen. The challenge I will be faced with this year is how to coordinate the two Canadian trips.

This will be our third trip to Mont-Tremblant and my wife and kids are already talking about what they will be doing while I am at the track. Of course one of their days will be spent at the track with me, but the other days will be spent horseback riding, bobsledding, and swimming. As you see, Mont-Tremblant is great fun for the whole family, but Calabogie is another story,

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Four Speeds & Drum Brakes

Tom Tate



Spring came early for me this year as a trip to Sebring Florida was on the list for a Vintage race the first week of March. This was a HSR (Historic Sportscar Racing) that included two sprint races and a three hour endurance race. The 1960 Porsche 356 that belonged to Vic and Barbara Skirmants was available but I wasn't sure that I wanted to do a three hour race by myself. I had done a couple of 1 ½ hour dashes and the time went pretty fast but three hours is a long time.

I thought that I should allow my son to redeem himself after that autocross defeat in Phoenix back in January so I gave him a call. I could tell that he wanted to do it after he asked if I would pay for his plane ticket and I said no, he was coming anyway. Besides he hadn't had a crash in a long time, what with being a family man and all, I knew that he'd be careful in a rented race car.

Vic said my co driver choice was fine with him since I was responsible for any bonehead moves anyway. The folks at HSR (Historic Sportscar

I figured that if I had to do a three hour race in a couple of days, six hours in traffic would be good practice.

Racing) were very easy to deal with. Rob sent a copy of his diploma from Skippy School, a recent medical exam and a list of his driving experience and bingo; he had a provisional competition license. What a country. Vic had an extra driving suit and helmet so all he had to do was bring his shoes, gloves and catch a plane. The shoes and gloves were easy but the plane was more difficult.

Instead of arriving at the Orlando airport at the same time I did, he came in six hours later. Since I was only two hours away from the track I made a dash to Sebring to check in at the hotel and scope out the track. That went smooth even after I told Vic and Barbara that I had to miss dinner so that I could do a round trip back to the airport to pick up my missing co driver. I figured that if I had to do a three hour race in a couple of days, six hours in traffic would be good practice. They just looked at each other and shook their heads.

They're getting to know me as the years go along. Practice came early on Thursday as we were the first group on the track at 8 am. I had looked at a

map and memorized the video but it all looks different the first time around. The track is 3.7 miles around and flat as a pancake. It's just like a giant autocross, my kind of track. I have to admit that while I really liked the course at Mid Ohio and VIR, the elevation changes were really hard to get used to. Going up and coming down the hills were fine but it was the crests that really got the pucker factor up. With a fifty year old car built with an engine in the rear delivering power through a set of swing axles when the car got light at the top of a hill the back end always wanted to pass the front. I'm used to ice racing and steering in the direction of the skid but I have to say it really gets exciting at 80 mph with cars all around you. Boy was I glad to see flat pavement for a change.

Actually I had been to Sebring before but it was a long time ago. Back in high school three of us had jumped into a Nash Metropolitan and driven down from Orlando to go look at "race cars". The Metro had two seats and a shelf in the back, I got the shelf. It was 1959. I only remember how uncomfortable the trip was and the hay bale that we stood behind as the Maserati Birdcage went by with its tires squealing. The smell of tire smoke and Castrol burning is something that is still imprinted

in my brain. As far as the course was concerned I have no idea where we were standing, all I know was that it was a corner and it was exciting.

Rob took the second practice session and did a great job. Remember, not only had he never been at Sebring, he'd never been in the race car before. No worries (it's kids term, means everything is OK), he found his way easily and had a great time tossing the tub around. Even he had to admit that it was as fast as a 911.

Thursday night Barbara made her famous shrimp gumbo for all. With three cars entered and three crew members allowed for each car, plus drivers, we had quite a crowd. Vic had brought in a ringer as a codriver, Bob Garretson, who had won the 12 hour back in '78 in a 935. Bob was a great addition to the group and could tell of races won and lost that we had only read about. He also signed a ton of caps and shirts for Rob with the stipulation that they not show up on Ebay. I guess he knew Rob pretty well after only a day.

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Around The Cones

Steve Ross



As is typical of New England's changing weather, we experienced a 60° day followed by a 10" snowstorm the next day. Well, here I am in mid-March planning on bringing the Porsche out from hibernation this Sunday and maybe even lowering the top if Mother Nature cooperates.

The NER PCA season is about to kick off with our outdoor events having already seen great turnouts at Tech Tactics in Danbury Ct., our ground school at HMS in Peabody, and the recent tech session at Autobahn, also in Peabody. Up next is the annual autocross school at Devens in Ayer, our home for the season of pylon dodging. Mid-April brings a short lunch tour in the western suburbs to get used to driving our beloved sports cars again, and to gear up for the 25th Annual Ramble commencing on the 24th of April and this year traveling to Cooperstown, NY, home of the Baseball Hall of Fame. Mixed into a very busy April is the yearly Newcomers meeting at Ira Porsche, where all the recent members and also those who have not participated in our events

As we all know, customer satisfaction is key to a successful business operation, especially when the product is directly sold to the public.

get an opportunity to see, hear and discuss the potpourri of activities that the club offers.

As we all know, customer satisfaction is key to a successful business operation, especially when the product is directly sold to the public. Some recent dealings with a pair of very well known companies show vivid examples of both the good and bad.

Starting with the not so good company, let's call it "X" (I will withhold the name pending a successful resolution of issue with them), from which I bought a personal care product last October. Unfortunately it developed a problem within a couple of months, so I used their toll-free number to report the issue and see what they would do. All seemed pretty smooth as the woman promised a replacement part would be shipped to me in "7–10 business days." It seemed like a long time, but it was not urgent to have it right away as the device still worked most of the time.

Well, 14 days passed so I again called the toll-free number to inquire as to the whereabouts of

my replacement part. It seems that someone (the first woman) had overlooked placing the order for one reason or another. The person on the phone promised me that it would be shipped right away and again it would take 7–10 business days, but assured me that since I live in Mass. and the shipping warehouse is in Connecticut, it would probably arrive in far less time.

Well, lo and behold, I did receive a package in the mail around the 14-day mark (so much for proximity helping to speed the delivery). I opened it, saw the order slip indicated the correct product and then saw a totally unrelated item packed into the box. Now I was getting a bit perturbed by the seeming incompetence of the company, so I called yet a third time and this time spoke with another woman who thought it was hilarious that they had mis-packaged my item. After I indicated that I was not in a laughing mood, she again promised the now obligatory 7–10 business day shipping. When I asked if they could speed this up due to the continual mistakes made by their company, I was told that was impossible. Okay, I will wait again.

Another 14 days pass, we are now at 2-1/2 months since the first request, and I get a call from the customer relations department asking that I call them. So I do, for a 4th time, and this time they asked me why I refused shipment of the item. Stunned, I asked them to repeat what they had just said, and so they said again that I had refused the shipment. How, I asked, can I refuse a shipment when I am never home during the day and have never seen the mail carrier? Getting rather angry at this incredible incompetence I asked if it could be shipped via another carrier, which they refused. They then asked if I had an alternative address I would like to use — I guess maybe they thought the postal carrier and I were having a spat — so I agreed to have it shipped to my brother. A few days later I sent a scathing letter to the president of the company and await their response.

Now to the good short but sweet story. Last December I ordered an item for L.L.Bean, the venerable mail order retailer from Maine (a visiting spot for Ramblers during one of our recent tours to Camden) and expected it to be delivered in a week or so. For some reason it did not appear as scheduled, so I checked the tracking number

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Minutes Of The Board

Jill Maserian- March 12, 2009 Board Meeting



The monthly Northeast Region PCA board meeting was hosted by Steve Ross on March 12th at Firefly's Restaurant in Framingham. In attendance were John Bergen, Bruce Hauben, Joyce Brinton, Dave and Susana Weber, Steve Ross, Chris Ryan, Bob Canter, Karen and Bob Cohen, Michelle Wang, Matthew Wallis, Jim Selders, and Jill Maserian. Dick Anderson was absent. President John Bergen called the meeting to order at 8:43 pm.

Steve Ross opened by providing the Autocross update and announced that sponsorship had been secured for the season. The autocross committee has completed the class restructuring. They are considering increasing entry fees to help offset costs, and including the two-day zone events in season points totals.

Bruce provided an update about the 25th Annual NER Ramble. There were 110 cars registered, which was in line with other years. The Ramble would take place April 24th-26th at the Otesaga Resort Hotel in Cooperstown, NY. Enough drivers have requested a tour of the Baseball Hall of Fame on Friday afternoon, so the tour will take place.

Bruce also gave the Driver Ed update. Registrations were strong, with 46 sign-ups for LCMT within the first 12 days of opening. It was also reported that, this year, LCMT entrants will be offered special negotiated rates with two hotels.

Turning to Concours topics, Michelle announced that the Lisker Memorial Rally & Picnic is scheduled for Sunday, June 28th. She is exploring sponsorship to help offset the costs for this event. A motion put forward to subsidize the event was approved. Michelle presented initial data about the 50th Anniversary events, including the Concours d'Elegance event scheduled for Newport, RI. Various options are still being explored, with more information forthcoming.

Chris Ryan provided the Administrative report. The Spring Tour will be on April 11th; the Annual Newcomer's meeting will take place at the IRA Porsche dealership on Sunday, April 19th. A Rally through the South Shore is scheduled for May 17th. The initial meeting point will be at the MacDonald's restaurant at exit 16 on Route 128 south. A June Tech Session will be held at Mike's Autobody, on the 13th. Chris and Bob Canter have identified more than a handful of venues as options for holding the 2009 Annual Dinner gala in December. Chris agreed to circulate a preliminary spreadsheet of data about each venue to help narrow the list, and discuss it at the next meeting.

The Treasurer's Report had been submitted in advance. Finances remained strong, although

new bills are expected in the next few months for outstanding expenses. A motion was made to accept the financials. The motion was accepted and approved as submitted.

John provided the President's Report. He announced that he would be attending the PCA Zone 1 Presidents' meeting in Albany in one month. As a matter of new business, John reported that all regions are required to complete a post-event form for each event that requires insurance.

Membership Chair Dick Anderson was absent, but he had forwarded his report in advance of the meeting. It stated that levels have declined slightly. Last month, the number of Primary members went from 1340 to 1337. Affiliate membership went from 987 to 985. This brought the overall total to 2322 members in February.

NOR'EASTER Editor Dave Weber had distributed the assignments schedule in advance of the meeting. After confirmation of various deadlines, the group moved to the next topic.

Matthew reported that the NER website is still running Joomla 1.5. The search is still on to identify suitable external website developers.

Finally, it was determined that the next meeting date will be April 15th ('Tax day') at 6:30 pm. It will be hosted by the Bergens. Having no additional business to discuss, this meeting was adjourned at 8:26 pm.

Respectfully submitted,
Jill Maserian

Happy PCA Anniversary

Thirty Years

Thomas Coughlin
Wayne Mackie

Ten Years

Joseph Buco
Lloyd Murray

Twenty-Five Years

Paul Moruzzi

Five Years

Marc Corbacho
Charles Jelinek
Mark Lyon

Fifteen Years

Leo Annese
Charles Carchedi
Keith D'Entremont
Robert Harrison
John Leate

Double Clutching

Bob Canter



I have been following with some interest the development of the new Porsche Panamera, which first, if you don't mind, will lead me into a discussion I had with my daughter Stephanie the other day. I was in the process of driving her back to college and to my great joy it was a beautiful day out and was for the second time in as many days having the opportunity to be behind the wheel of my '84 Targa. As we were cruising down Route 2, headed towards Fitchburg, Stephanie, who has taken a sincere interest in Porsches, was asking me questions about the different models and about their history. One such question led to why the number 911. I related to her the story of how originally the number designation was going to be 901 but Peugeot threatened a lawsuit, and since the French market back in 1963 was an important marketplace for Porsche, the designation was changed to 911. Now I don't know about the rest of you and how much you think fate plays in anything but can you imagine having to refer to your favorite little sports car as the 901 all these

Even saying 911 makes the car sound fast. Saying 901 feels like there is a speed bump in the middle.

years? I mean is not the designation 911 just perfect. Saying "911" just seems to naturally roll off the tongue, if you don't believe me try saying 911 to yourself and see how smoothly you express those three numbers. Now try saying "901" and you will find yourself momentarily getting stuck on the zero before you move on to the one. Even saying "911" makes the car sound fast. Saying 901 feels like there is a speed bump in the middle. So as I explained to my daughter that my car might be an '84 Carrera, or that Chris Ryan may own a 993, or that I may wish I had a 997 GT3, they are still all 911s.

Another name I think Porsche got right was the Boxster. It just fits. Here, for me, there is no need to think about whether it is a 986 or a 987. The only thing that really distinguishes one car from another is whether it is a Boxster or a Boxster S. I know there were many refinements made to the 987 over the 986, especially now with the 9A1 engine and the availability of PDK, but it will always be a Boxster to me just as a 911 will always be a

911, from the 1963 model to the present 997. The Cayman moniker on the other hand really doesn't do it for me. Every time I say it, images of some prehistoric man go dancing through my brain and I try to make the connection. I know the name is Cayman not Caveman, but I just can't seem to help it. Go ahead, ask a Boxster owner where the name comes from and they will recite about how it is derived from the horizontally-opposed 'boxer' engine. Ask a Cayman owner where the name comes from and you'll get this blank stare. I have a theory, though. Maybe the name came from all the money Porsche reportedly made in 2008 from hedging Volkswagen stock, and when the time came to pay out all those huge bonuses to Porsche executives it was decided opening up bank accounts in the Cayman Islands made sense to avoid public scrutiny. Part of the deal was that in exchange for calling the car "Cayman" the bankers promised an extra 50 basis points interest.

The Cayenne is another vehicle whose name I don't quite get the connection to an SUV but for some unexplainable reason it works for me. It is easy to say, easy to remember and its performance has separated it from most other SUVs. Porsche, for those of you interested, has stated publicly that the name comes from the red pepper and therefore the Cayenne should conjure up thoughts of one hot vehicle on or off the road... (OK, I just made that up, but if you found yourself believing the analogy then you need to take a Rorschach test immediately, and you probably did way too many drugs back when you were in college).

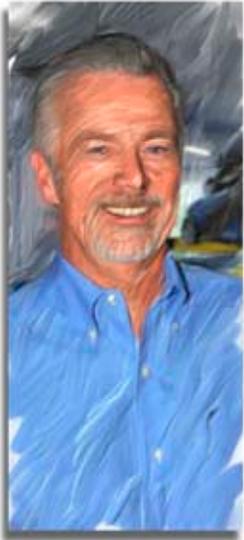
All of this now leads me back to where I started this article, discussing the new Panamera.

As I think we might all agree, this is an interesting time to be releasing the Panamera as a new model, given the current state of the economy. I wonder what are its chances for success, entering a crowded field what with the likes of Mercedes, Audi, BMW and Maserati, who are already offering vehicles in this luxury sports touring segment. When I look at the pictures now available in magazines and on-line I think the front of the car is strikingly beautiful but when I look at pictures of the back it makes me think of a Chrysler, as I recently read of someone else with the same thought. I wonder what the acceptance will be of this type of vehicle with a hatchback. I wonder if

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One Track Mind

Dick Anderson



Unless you keep your eye on the prize — your Hawaiian vacation — thirteen hours on an airplane, in a coach seat, can be miserable. If 6-1/2 of those hours are in a seat that you're unable to recline because the passenger behind you claims her recently operated upon knee is somehow put in jeopardy by your reclined seat back, well, that's almost unbearable. When said passenger vaults from her seat in LAX, muscles a rolling suitcase from the overhead bin (without assistance), slings a laptop case (crammed with so much stuff it resembles a mini steamer trunk) over her shoulder, then sprints (without a hint of a limp) to the exit to be first off the plane, well that's just infuriating! Were it not for Saint Ann, my incredibly even-tempered wife, calming me ("Remember darlin' Kauai is only a few hours away") there might have been a scene.

So, imagine my delight when we arrived in Kauai and the 'prize' featured overcast skies, temps in the low to mid 60s, and rain!

Fortunately (and to Ann's relief), the weather

Kauai is the perfect island for convertible cruising. There are only short stretches of multi-lane highways, the majority being two lanes.

returned to Hawaiian normalcy the very next day. In fact, it warmed up considerably when I found myself standing next to Gabrielle Reece, the stunning, 6'3" volleyball player/model at the poolside bar. I was in pursuit of a couple of frozen umbrella drinks for Ann and me while Gabrielle ordered pizza and burgers for a gaggle of little girls she had in tow. By the time I'd returned to our lounge chairs, the frozen drinks had defrosted considerably. What does a professional volleyball player do on holiday? She plays in a two-hour pick-up beach volleyball game! A number of guys rotated in and out of the game but Gabrielle, the only woman, played the entire time and was clearly the best (not to mention the tallest). I was startled a couple of times by Ann's, "You go girl!" exclamations as 'Gabby' stuffed some poor guy. It was fun to watch.

Here in the frigid northeast, this is the season of SUVs and assorted front- and all-wheel drive vehicles sporting ski racks. Hawaii's vehicles are not too dissimilar except they tend to be Japanese

pickup trucks (with a fair number of Scions mixed in — but, unfortunately, not a 'woody' in sight), and the racks are for carrying surfboards. I also spotted a couple of monster truck wannabe's on jacked up Toyota chassis. Ann and I rented a Mustang convertible and made full use of top-down mode. Kauai is the perfect island for convertible cruising. There are only short stretches of multi-lane roads, the majority being two lanes, often old and narrow. Speeds generally top out around 45 mph. On our way to a memorable outdoor dinner at The Beach House restaurant (where we watched a spectacular Pacific sunset), we drove through the 'tunnel of trees' featured in Elvis Presley's movie *Blue Hawaii*, where the king serenaded some young thing while driving 'open air.' In fact, Kauai has been the site of filming for many movies including, "Raiders of the Lost Ark," the second world war musical "South Pacific," "Donovan's Reef" with John Wayne and Lee Marvin, "The Wackiest Ship in the Army" with Jack Lemmon, "Body Heat" with Kathleen Turner (where she

escapes to at the end), "Jurassic Park" and TV shows, "Fantasy Island," "Gilligan's Island," and mini-series "The Thornbirds" to name some of them. There are, literally, hundreds more.

Only a few highways have been developed and they tend to follow the perimeter of the island but don't

make a 360° circuit of it, both ends stopping short of the northwest coastline of Kauai. Known as Na Pali, this area consists of very rugged terrain with steep cliffs, spectacular waterfalls and treacherous surf (in the winter). Further, there are few if any roads that travel to the middle of the island, leaving but one alternative if you really want to see and appreciate all of Kauai — a helicopter tour.

Blue Hawaiian Helicopters is the company of choice, having an excellent safety record and award-winning maintenance programs. Their Ecostar helicopter is designed to have minimal impact on the delicate vegetation of the "Garden Isle" as Kauai is known. Having hiked into Waimea Canyon (nicknamed Hawaii's "Grand Canyon" by Mark Twain) on a prior visit to the island, it was a treat to see it from the air. We also flew into Waialea Crater, the remains of the volcano that spawned Kauai, flew by the waterfall where Tattoo exclaimed, "The plane, the plane," and the waterfall and 'jungle' featured prominently

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Upshifting

Bruce Hauben



Mannnnnnn, we're all itchin' for true spring to hurry up and arrive. Everyday I watch the snow in the yard retreat a little more to the point that we're now only 50% snow covered..

One of the harbingers of nicer weather is planning for the driving season, which depending upon your degree of commitment and single minded focus may have been 3 months ago or beginning now. Oooopppsss, guess I should specify that when I speak of "driving season" I assume DE and/or racing in warm weather, to differentiate things from ice racing or snow machines. Anyway, I remember years ago when I did begin that planning around the time of football bowl games and the arrival of seed catalogs, and Joyce and I would hang 8 months worth of calendar pages on the back of a door and using different colored markers begin filling in events, reserving rooms, etc. Now things seem less immediate, less urgency to get it done, maybe it's an age thing, more probably a been there done that thing.

Bottom line, *all* you DE drivers must get your

before that 2 week time period, but a little incentive to get as many instructors signing up as early as possible. Until you register, we can't let in more students.

There's another wrinkle in the LCMT event; only 30 cars are allowed on the track at one time, and this was strictly enforced last year. That means that even for the solo driver run groups, there is a limitation on the number of cars we can accept. I think everyone can see the importance of getting your registrations in soon.

Elsewhere in this issue you'll find a little write up about the excellent hotel rates I was able to get this year, far better than past years. And don't forget the 22% discount (as of this writing) that we Americans get in Canada due to the exchange rate. It all adds up to a great DE event, something that all should register for ASAP.

One day after the LCMT event ends, many of us will be driving to Calabogie, ON for our Friday, Saturday, Sunday DE at that exciting track. There are already 34 drivers signed up for that one and a wait list has begun there also. One saving grace at Calabogie is there are no track restrictions on the number of cars on track at any given time, only the good sense of NER's TC in controlling that number so we always have a safe and fun event.

These 2 events in Canada, back to back, make a fantastic summer vacation for the entire family. Mont Tremblant of course is a huge, varied resort with more things to do than time will permit, and Calabogie is working its way towards that. While still a lesser known vacation area without as extensive an infrastructure it still offers a huge array of outdoor activities including golf, lakes, hiking & biking, etc. So in 5 working days with a weekend on both ends you can get 6 days on track and the family can enjoy themselves at the same time.

Be aware that both tracks, LCMT and Calabogie, have a 92 dB level maximum allowed, and it is enforced. Those of us with other than original street level mufflers will be re-fitting those street mufflers back on the cars.

It's not too late to join our 25th Anniversary Ramble, coinciding with NER's 50th Anniversary. Read elsewhere in this issue about all the special things planned for this one and sign up right away.

It's not too late to join our 25th Anniversary Ramble, coinciding with NER's 50th Anniversary. Find the information late in this magazine.

track planning and reservations done *now*!! Really!! Even though our first event at LCMT is almost 4 months away, we already have **52** cars signed up *and* 2 folks are already on the wait list. I continually try and warn you, particularly Green and Yellow group students who require an instructor, that the wait list is an unhappy place to be. Instructors are notorious for late registrations and we can not accept more students than we have instructors available.

I'm equally always harping on our instructors to *please* sign up for events as *early* as you possibly can. The Track Committee acknowledges your value, really. We know we can't run the DE program without you and we bend over backwards to accommodate your needs. Something for you instructors to be aware of if you haven't kept up to date on the web site impacts your late registrations. Those who sign up for an event later than 2 weeks prior, will pay a \$25 per day additional registration fee. This is not intended as any sort of punishment, and most instructors sign up well

continued on page 40

Calendar At A Glance

April

5 Novice Autocross School @ Fort Devens
19 NewComer's Mtg @ Ira Porsche
24-26 New England Ramble To Cooperstown, NY

May

2 NER Autox #1 @ Fort Devens
15-17 Zone 1 Concours & Rally
17 South Shore Rally
18-20 NCR DE @ NHMS

June

13 Tech Session @ Mike's Autobody
19-21 Zone 1 48 Hours of Watkins Glen
27 50th Anniversary Seymour Lisker Memorial Rally & Picnic

July

6-8 NER DE @ Mont Tremblant
11 NER Autox #2 @ Fort Devens
10-12 NER DE @ Calabogie
27-28 NER DE @ NHMS

August

2 NER Autox #3 @ Fort Devens
29-30 Zone 1 Autox @Fort Devens

September

2-3 NER DE @ Watkins Glen
10 NER DE @ NHMS
21-22 NCR DE @ Lime Rock
26 50th Anniversary Concours d'Elegance @ The Elms In Newport, RI

October

12-13 NCR DE @ NHMS
18 NER Autox #4 @ Fort Devens

December

5 Annual Dinner

Novice Autocross School Sunday, April 5th @Fort Devens

Attention new members, and driver education and autocross novices, you are cordially invited to participate in the region's autocross school scheduled for Sunday, April 5th. This year's school will be held on the wide open runways at Fort Devens in Ayer, Ma. Participation in the school is limited to first time driver education and autocross participants, and those beginners in both who've participated for less than one full season. This is a unique opportunity to practice the basic set of driver skills that form the basis of all high performance driving. Conway Autoworks will once again sponsor the school.

If you've never autocrossed or driven on a race track before, perhaps you've wondered what everyone's so excited about. Well, an autocross event involves driving your car through a timed lap of a "track" that is prescribed by the use of traffic cones. In a typical competitive event you will have six or seven attempts on the course that will each take about one and one-half minutes to complete. The goal is to drive the course as quickly as you can without hitting any cones (each misplaced cone adds two seconds to your time), or missing any "gates." Your best run of the day is the one that counts. Competitors are grouped into 15 classes based on the Porsche model they drive. The events are competitive and friendly, anyone, regardless of previous driving experience, should feel very comfortable. Competing in an autocross is an extremely safe activity, both for you and your car.

We'll start the day with "chalk talks" that will cover basic concepts that you'll be learning in exercises during the balance of the day. You'll cycle through a skid-pad exercise, a braking exercise, a slalom exercise, ending with multiple runs on a shortened course. Throughout the day experience instructors will be at your side to provide valuable coaching and feedback.

To participate you need to be a PCA member and your Porsche must pass a simple technical safety inspection. There are no special requirements beyond normal street safety equipment. Your Porsche should have no fluid leaks, a properly sealing gas cap, a securely mounted battery, and a sound suspension. You will need a helmet with a Snell 2000 or newer rating (a limited number of leaner helmets will be available).

Preregistration is required to participate in this event. The cost will be \$25/person. The event is open to members, affiliates and family members over the age of 18. For further information, please contact Steve Ross at slr944@aol.com or Ron Mann at rjmann@yahoo.com.



NER Driver Education & Autocross School Pre-Registration - Register By April 1st

Entrant: _____ Co-Entrant: _____

Address: _____ Phone (eve): _____

City / State / Zip: _____ email: _____

Cost \$25/person - Checks payable to NER/PCA. Mail to: Jon Cowen, 12 Copeland Rd, Framingham, MA 01701

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NER New Member Orientation - The NewComer's Meeting Sunday, April 19th - Hosted By Ira Porsche - Starting @ 12:30 PM

The Northeast Region of the Porsche Club of America is one of the most active, event-packed regions in the country, and provides all kinds of opportunities for Porsche people to learn about and enjoy their Porsche's capabilities. The club also allows you to meet and hang out with people who enjoy their Porsches as much as you do. As a new member of NER, no doubt you are not sure where to begin and are wondering where events are held in the Boston area. What can I learn about taking care of my Porsche? What does NER actually offer to its members? That's why each spring we hold a "Newcomers Meeting." This is the perfect event to attend if you want to find out exactly what the Porsche club is all about, and learn about all the fun activities you can participate in as a member. As always, the Newcomers Meeting will be hosted by Ira Porsche in Danvers. To make it easy for new members to get a glimpse of all of our activities, we organize the day much like a 'Porsche Club Exposition.' Each club activity will have its own exhibition, staffed by veteran members, where you will be able to meet and talk with the people that participate in and run that particular type of event. Stop by and check out some of the following activities:

- **Driver Education** — Want to learn to drive your Porsche in a safe, high-speed environment (i.e. on professional racetracks)? NER hosts a number of Driver Education events throughout the season at tracks like NHMS in Loudon, NH, Watkins Glen, Mont-Tremblant, Calabogie, and Lime Rock Park. Watch some in-car video to get a feel for the experience, and talk to members who can answer your questions about how to get started and what it's like to put your Porsche through its paces.
- **Autocross** — Think you can drive really fast between, around and through a course marked with bright orange cones? Talk to some of our region's talented competitors about the events and share their experiences. Autocross is a great way to learn basic driving techniques and get a feel for your car and its limits in a way that just isn't safe (or legal) on public roads. NER's autocross events are held at nearby Moore Airfield at Fort Devens in Ayer, MA.
- **Concours d'Elegance** — Looking for a place to show off that beautifully restored or clean street Porsche? Find out how others do it, and learn what products to use to make your car really look its best. Our September PorscheFest event is a summer highlight with 80-plus Porsches on display at the Larz Anderson Museum of Transportation in Brookline.
- **Rally/Tours** — Just like to drive interesting roads and stay at interesting places? Learn about some cool up-coming trips. Our annual New England Ramble regularly attracts 250 participants touring over a weekend to a fabulous New England destination. This year we're headed to beautiful Cooperstown, NY, home of the Baseball Hall of fame. See registration details for this event in this issue of the *NOR'EASTER*.
- **Monthly Meetings & Tech Sessions** — Eager to learn more about your car or just soak up Porsche technical information? Guest speakers, technical sessions, visits to famous restoration shops and driving tours are featured events each year. There is no better way to get to know your fellow Porsche enthusiasts.

While the main focus of this event is to acquaint new members to the club, established members are also welcome to check into some of the things they haven't tried yet, or just to chat with newcomers to help them feel at home. There is always something new to do or learn in the Northeast Region Porsche Club of America.

The Newcomers Meeting will be held on Sunday, **April 19th** starting with a light lunch at **12:30 pm**, followed by presentations starting at **1:00 pm** in Ira Porsche's beautiful showroom and shop. There will be plenty to see and learn, and refreshments will be provided by our hosts at Ira Porsche.

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

Directions: Ira Motor Group is located on Route 114 in Danvers. From Route 128, take exit 25 to Route 114 West. Ira will be 1.7 miles on your right. From I-95, take exit 47 to Route 114 East in Danvers. Ira will be 0.6 miles on your left. From Route 1, take Route 114 East. Ira will be 0.6 miles on your left. See you there!

Registration Request: NER NewComer's Meeting - scheduled for April 19th @ 12:30 PM with a light lunch

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

Please pre-register for this event by April 12th ; email Chris Ryan at ryan28@charter.net or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451

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Autocrossing Time At Last Saturday, May 2nd @ Fort Devens

The Northeast Region will be kicking off its 2009 season of autocrossing on Saturday May 2nd at the Moore Airfield, a part of the former Fort Devens base. Autocrossing is a safe and excellent introduction to motor sports as well as a fantastic way to learn and improve your on road driving skills. We are quite fortunate to have a venue like Devens. As a retired airfield, not unlike a mini-Sebring, it affords us the ability to build courses that rival regional racetracks in size and scope, if not ultimate speed. With forty to fifty corners in a mile and a quarter there is ample opportunity to learn and practice multiple aspects of high performance driving, from car control and brake technique through corner analysis and chassis setup. All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of our street or race classes, created to maximize competition and let you enjoy your Porsche the way it was designed to be used. In addition to the thrill of competing with others in as many as 8 individually timed runs you will be eligible for awards. 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.

Our sponsor for this event is Mike's Autobody in Malden, owned and operated by long time member Mike Noonan. Mike's provides full service for Porsche and other fine European marques specializing in body repair whether caused by accidents or wear and tear. The personalized and professional service provided by Mike and his staff have satisfied clients for years and have helped his business earn its fine reputation amongst club members.

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, please 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, 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. The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$40 for members, \$50 for non-members. Additionally, members may sign up for all 4 events in advance and receive a \$30 discount; cost for all four events is \$110 and must be received by April 27. As this year's Zone 1 event will be held at Devens, the championship series will include results from this event as well. Zone 1 is priced separately, details are available at <http://zone1.pca.org>.

We look forward to seeing you at this first event and if you have any question concerning the event feel free to contact Ron Mann at rjmann@yahoo.com. For registration information, contact Jon Cowen at jcowenner@gmail.com.

Directions to Fort Devens

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

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

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



MIKE'S
A U T O B O D Y

30th Anniversary
Zone 1 Concours d'Elegance & Rally
May 15, 16, & 17, 2009



On May 15-17, 2009, the **Northern New Jersey Region** will host the special 30th Anniversary Zone 1 Charity Concours and Rally at the Hilton Hotel in Parsippany, NJ. The weekend activities will include a Rally through the historic New Jersey countryside, a full and peoples' choice Concours d'Elegance, and a swap meet and vendor sales. On Saturday evening we will enjoy a cocktail reception and buffet dinner with guest speaker. The net proceeds of the weekend will benefit The Hole in the Wall Gang Camp founded by Paul Newman for seriously ill children.



The 30th Annual Zone 1 Concours will include two categories –a fully judged Concours (no undercarriages, but wheel wells and engines are included), and a peoples' choice car show for “wash & shine” and historic cars. Concours preparation will be on Saturday at the host hotel; washing facilities will be available on site. The judged event will also be at the host hotel. Final placement of cars will begin promptly at 8:00am on Sunday with judging beginning promptly at 10:30am. If you have any concours questions, contact Ben Rasmussen at 908-561-0796 or Hank Menkes at 973-227-7615 or email concours@nnjr-pca.com. The Zone 1 concours chair is Daniel Deegan 585-729-7435 or email heis968@yahoo.com.

The 12th Annual Zone 1 Rally will be a straightforward time/speed/distance event designed to challenge the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday at 12:31pm, will be about two hours long, and will be demanding for both novices and the experienced teams. There will be two separate classes based on experience. Both classes will run unequipped, meaning only single memory hand-held calculators will be allowed, plus stock odometers. All roads are paved so rally cars can participate in the concours the next day. There will be a Novice meeting at 11:00am and a Drivers' meeting at 12:15pm. The first car off will be at 12:31pm. Rally awards will be presented at the Saturday evening dinner. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email cupcar@optonline.net.

As a special feature in recognition of the historic significance of this year's event, as was done in the past, we will hold an old fashioned swap meet and vendor sale on Saturday in the hotel parking lot. Spaces will be available at a moderate cost. This is a great opportunity to do some spring-cleaning and redistribution of those recent Hershey acquisitions.

The host hotel for the weekend will be the Parsippany Hilton Hotel. Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at 973-267-7373 and asking for the Porsche Club rate of \$109/night.

Further details and the event registration form will follow shortly.

Weekend Schedule

Friday Afternoon-Registration, Evening-Hospitality
Saturday Morning- Registration, Novice Rally Prep
Saturday All Day- Concours Prep & Swap Meet

Saturday Mid-day -Rally (starting at the Hilton)
Saturday Evening- Cocktail reception and Dinner
Sunday All Day- Concours d'Elegance



The 25th Annual

2009 NEW ENGLAND RAMBLE

The Otesaga Resort Hotel, Cooperstown, New York

April 24, 25, 26, 2009

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

This year we're headed to **The Otesaga Resort Hotel**, www.Otesaga.com in Cooperstown, NY. The stars have aligned themselves in 2009 as The Otesaga is celebrating its 100th anniversary, while we celebrate the Northeast Region's 50th anniversary and the Ramble's 25th anniversary. I think you'll agree that we've made this Ramble something special in celebration of our anniversaries. There is so much to do in the area that you may want to take advantage of our negotiated rates on Thursday and/or Sunday.

Let's begin with The Baseball Hall of Fame, www.baseballhalloffame.org. I can't count the number of times I've passed signs for Cooperstown on the way to Watkins Glen, and have never made the time to visit the Hall of Fame. Now having been there I can tell you it's fascinating, very well done, and well worth a visit. It's open daily, 9 AM to 5 PM and I need to know if you wish to visit it on your own; from 5 – 7 PM Friday; or have no interest in a visit. If enough of you choose the 5-7 Friday, we will pay an extra fee for the Museum to stay open for our private enjoyment. If that happens, those of you wishing to go another time are welcome to do so, and if there are insufficient numbers to warrant the fees for 5-7 Friday, everyone will visit on their own. If we have sufficient numbers to justify the 5-7 fee and you are in the museum prior to 5 PM, you may stay for our private hours. I will let you know the outcome by the end of February. All admission fees are included in your Ramble fees and compliments of the region and EPE in this special anniversary year. You'll indicate your preference and how many admission tickets of each category are needed on the registration form below. I will have your admission tickets held for you at the Otesaga's registration desk

We'll convene on Saturday morning at 7:30 AM for registration, a Continental Breakfast, and drivers' meeting and be on the road by 9:00 AM heading to The Northeast Classic Car Museum, www.classiccarmuseum.org in Norwich, NY for lunch and a wonderful visit with more than 100 beautifully restored vintage/antique cars to view. Your lunch and admission to the Classic Car Museum are included in your Ramble fees and compliments of the region and EPE in this special anniversary year. Our return route to the Otesaga is intentionally short (appx. 90 min.) to allow time to enjoy the Museum, Cooperstown and the Otesaga before our evening festivities begin at 6 PM.

There is much to do and see in the area, some things you might chose to do on your way to Cooperstown or heading home. Just a few ideas are: Howe Caverns – www.howecaverns.com; Soccer Hall of Fame – www.soccerhall.org; Museum of Firefighting – www.fasnfiremuseum.com; Popp Butterfly Conservatory – www.poppbutterflyconservatory.com; Cooperstown Brewing Co. – www.cooperstownbrewing.com. Within walking distance of the Otesaga are The Fenimore Art Museum – www.fenimoreartmuseum.org; and across the street The Farmer's Museum – www.farmersmuseum.org. And if you're any kind of baseball fan, save time to stroll Main St. in Cooperstown with all its memorabilia and baseball stuff stores. I'll include in your BHOE ticket envelope a fully descriptive Cooperstown Walking Tour Map.

To commemorate the anniversary of this Ramble and the NER region, every registered Rambler will get an embroidered fleece jacket, compliments of the region and EPE in this special anniversary year. A picture of the jacket may be found elsewhere in this issue where it is offered for sale to all members. You'll indicate on the registration form what sizes you want.

Our Saturday night Otesaga rate includes your room, hors d'oeuvres during our cocktail hour (cash bar after you've consumed your two freebies), Saturday night dinner (jackets for men are required) and Sunday morning breakfast buffet, resort charges and are inclusive of all service charges, gratuities and taxes. The Friday night rate is your room only, and is inclusive of all service charges, gratuities and taxes. If you arrive for Thursday night, the Friday European plan rate is in effect and if you stay for Sunday the Saturday modified American plan (dinner and breakfast) rate is in effect. Friday night both the Hawkeye Grill (casual) and Main Dining Room (jacket required) will be open.

These rates are for run of house 'Select' and 'Superior' rooms. You may upgrade your room (there is limited availability so don't be surprised if they are not available) by adding **\$98.00** per suite per night.

The Otesaga	Single	Double
Friday	\$155.00	\$155.00
Saturday	\$285.00	\$378.00

Finally the details:

A) Send in the registration fee (which includes continental breakfast at The Otesaga on Saturday morning; lunch & admission Saturday at the Classic Car Museum; and part of the cost of all the perks – THIS REGISTRATION FEE IS THE SAME AS LAST YEAR) of **\$55 per person (\$75 after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CAN NOT READ YOUR EMAIL ADDRESS...YOU GET THE PICTURE! Please differentiate between "1" and "l", "8" and "B", "0" and "O", etc.**

B) Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases. The Otesaga reservations are cancelable through April 12, 2009.

C) Shortly after your entry form and check are received you'll get an email from me with **FURTHER DETAILS including** an Otesaga registration form to be used in making your reservation. **DO NOT CALL THE OTESAGA AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL – IT WILL NOT WORK - BUT WILL GUM UP THE PROCESS.**

All reservations must be made with the proper form which you'll return to the Otesaga by mail, email, or fax. Further details will be included with the acknowledgement you'll receive from me.

D) If you do not get my acknowledgement within two weeks of mailing your registration – **CONTACT ME** as something has gone awry.

E) I EXPECT ALL 135 ROOMS AT THE OTESAGA TO SELL OUT SO THE FOLLOWING IS CRITICAL. MAKE THINGS EASY AND GET YOUR RESERVATION IN EARLY.

In prior years the hotels and I have been dealing with a monumental hassle factor created by forgetful and/or procrastinating Ramblers. As a result – you must make your reservations with The Otesaga within two weeks of receiving my acceptance email. If you do not, I will remove your name from The Otesaga's reservation acceptance list, notify you of this situation, and it will cost you \$50/room to reinstate your Ramble registration.

D) Our block of rooms at The Otesaga will be held until March 10, 2009. Thereafter rooms at our rates will be on a space available basis. Rooms canceled after April 12, 2009 are non-refundable.

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

2009 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter

Circle The Rambles You've Attended

Entrant/Co-Entrant Names: _____

Address: _____

City/State/Zip: _____

Phone (day - optional): _____ Phone (eve): _____

Email: _____

Porsche: Year/Model/Color: _____ License Plate #: _____

Meal Choices: Roast Citrus Grilled Chicken #____ Grilled Canadian Salmon #____

Mesquite Grilled Tenderloin of Beef #____ Melange of Grilled Vegetables #____

Fleece Jacket: Women's____ Size / Men's ____ Options are Sm/Med/Lg/XL/XXL (for men)

Baseball Hall of Fame: I prefer 5-7 PM Friday / I prefer visiting another time

#of Tickets: Age 7-12____ / 13-64____ / 65+ Hooray ____ / 6 & under free

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460

Checks Payable To: NER/PCA

- '86 The Quechee Inn
- '87 The Quechee Inn
- '88 The Red Lion Inn
- '89 The Black Point Inn
- '90 The Chatham Bars Inn
- '91 The Wolfeboro Inn
- '92 The Old Tavern At Grafton
- '93 The Eagle Mountain Inn
- '94 Cranwell
- '95 The Woodstock Inn
- '96 The Equinox
- '97 The Black Point Inn
- '98 The Sagamore Inn
- '99 The Wequasset Inn
- '00 Cranwell
- '01 TopNotch
- '02 Mt Washington
- '03 The Woodstock Inn
- '04 The Samoset Resort
- '05 The Sagamore Inn
- '06 Stoweflake Resort
- '07 The Equinox
- '08 The Balsams

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2009 Driver Education Schedule

Event Date(s)	Days	Track	Host	Registration Opens	Pricing		
					Inst	Solo	Student
May 18-20	M/Tu/W	NHMS	NCR	Mar 1	Free	\$145/day	\$170/day
July 6-8	M/Tu/W	Mt Tremblant	NER	Mar 1	\$255	\$495	\$570
July 10-12	F/Sa/Su	Calabogie	NER	Mar 1	\$255	\$495	\$570
July 27-28	M/Tu	NHMS	NER	Mar 1	Free	\$290	\$340
Aug 7	Fri	NHMS	NCR	Mar 1	Free	\$145	\$170
Sept 2-3	W/Thu	Watkins Glen	NER	Mar 1	\$160	\$310	\$360
Sept 10	Thu	NHMS	NER	Mar 1	Free	\$145	\$170
Sept 21-22	M/Tu	Lime Rock	NCR	Mar 1	?	?	?
Oct 10-12	Sa/Su/M	NHMS	NCR	Mar 1	Free	\$435	\$510

Lots of Days, Lots of Tracks, Lots More Fun:

This year we have organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 20 days of driving on five different circuits; including a return to Lime Rock Park. In answer to many requests, we have 2 weekend events in 2009. One at our home track in Loudon, New Hampshire Motor Speedway (NHMS) – www.nhms.com with 10 total days there; and a 3 day weekend at Calabogie Motorsports Park (CMP) – www.calabogiemotorsports.com.

For those new to DE:

2009 will feature our annual Novice Day with a few new wrinkles. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 18th and will be hosted by NCR with our NER Track Committee overseeing the morning half of the day. The morning will include special programs for Novices including car control clinics on a skid pad, slalom course, and braking exercises as well as classroom time with pro-driver and coach Dennis Machio covering basic driving, driving techniques, terms, fundamentals and objectives. The afternoon for Novices will be devoted to on-track driving with experienced NER/NCR instructors. *Note: While details are still being worked out, the plan is for this day, May 18th to be devoted to Novices. Since registration numbers are obviously unknown, a wait list will be initiated for Green and Yellow run group drivers who will be admitted, with Green having first priority, if there are more instructors than required for the Novice groups. The following 2 days, May 19-20 will be normal DE days for ALL run groups.*

No more paper... save the planet!

NER will no longer be accepting paper registration. To register

for any event hosted by NER you will need to do so online at www.clubregistration.net. Once registered with clubregistration.net it is a quick, simple process to sign up for an event, and payment through PayPal is available. You will, however, still be able to send a check by 'snail' mail if you prefer. See our web site for details. For NCR hosted events go to their website www.ncr-pca.org and their registration site www.motorsportreg.com.

Registration Process:

How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events (www.clubregistration.net) and another for NCR events (www.motorsportreg.com). Though we're both sponsoring all events, only one region will handle the registration for an event.

On the event calendar you will notice the host region is identified. Although both regions will be working together to coordinate the actual event days, it is the host region that will handle registration. All rules, policies and pricing will be the same regardless of host region. **The host region's registration web site will be the only point of registration for the events they are hosting.** This means, for example, for the May 18-20th event at New Hampshire you must go to NCR's (the host's) registration web site (www.motorsportreg.com) to register. For the July 6-8 Mont Tremblant event you must go to NER's registration website (www.clubregistration.net) etc.

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for any event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases this should be a one-time

affair unless your vehicle and/or other profile items change. After you have provided your details to each region, you will be able to log in and will be automatically remembered.

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

When to register:

In most cases registration for all events opens on March 1st, 2009.

As a general word of warning, be aware that both regions accept entries on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that most will be sold out very early. Although you cannot register before the registration opening day we strongly suggest you **register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up. Instructors are notoriously late in registering; so Student drivers, sign up early.**

Other important information about registration:

Though NER and NCR are entirely separate and distinct regions, we've done our best to coordinate our policies and procedures to make the DE season as seamless as possible. Even so, please familiarize yourself by reading the host region's policies as found on their individual web sites: NER www.porschenet.com and NCR www.ncr-pca.org. Do not assume that rules you are used to with your home region will be the same with those of other regions.

A few registration caveats:

Registration closes 2 weeks prior to an event: Signing up for an event without paying is not a full registration. Until your payment is received, either check or credit card through PayPal, you are not registered and a space will not be held for you in the event.

If you pay after the 2-week cut-off or at the event with permission of the registrar, you may be subject to a \$100 / event surcharge.

With the exception of the May 18-20 event at NHMS, all registrations will normally be for the entire 1, 2, or 3 days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25 / day) and should first check with the registrar.

Instructors are urged to register early to allow us to admit as many student drivers as possible.

If Instructors register within 2 weeks of an event, they will pay an additional \$25 / day beyond the Instructor rate. In the case of NHMS events that period is 21 days prior to the event and \$75 / day.

All of the above surcharges are at the discretion of the Registrar,

Chief Instructor and/or Track Chair and will be determined by the individual circumstances of each event.

Who can drive in a PCA Driver Education event?

You must be 18 years or older

You must be a currently licensed driver

You must not be under the influence of drowsiness-inducing or mind-altering substances (prescribed or not) prior to or during the event.

You are a member of PCA or other recognized car club.

What can you drive at a PCA Driver Education event?

Both regions accept any Porsche vehicle (excluding tractors, because they don't have seat belts). NER also accepts any non-Porsche driven by a PCA member, or other car club recognized by NER. NCR has agreed to conform to the above at our shared events. If in doubt, contact NCR's registrar de-registrar@ncr-pca.org.

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by any other makers. The only consistent exceptions are: All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar. Some older Porsche cars (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements <http://www.porschenet.com/JCMS/content/view/53/47/> and should be checked periodically to stay current with any changes. All vehicles are required to have (at least) 3-point seat belts.

For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints on both passenger and driver seats <http://www.porschenet.com/JCMS/content/view/53/47/>. Also be aware that many tracks restrict permissible noise — a modified exhaust may not be acceptable.

What else is needed?

Both regions will require that your vehicle be given a pre-track Technical Inspection by a recognized PCA Inspector. These inspections must be undertaken *prior* to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable "Tech" forms http://www.porschenet.com/JCMS/images/PDF_Files/techform.pdf and a list of recognized inspectors <http://www.porschenet.com/JCMS/content/view/54/48> can be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not remove the responsibility from the driver/owner of any vehicle for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

All PCA Driver Education events require that you wear a

continued on page 22

helmet while on the track. Both host regions require that these helmets meet at least the SA2000, SA2005, M2005 or M2000. In all cases SA ratings are strongly recommended for their fire safety qualities. If you're buying a helmet for the first time, make sure you get an SA2005. *Helmet certification occurs every 5 years and are valid in PCA events for 10 years. So an SA2000 will only be valid for 2 more years.*

All regions will require a 2-1/2 lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface. Some regions (including NER) allow a one-time exemption from this requirement for the first event a driver attends. *So your first time Novice drivers attending the May 18th event at NHMS are exempted for that first event.*

In summary:

- Identify who is hosting the event or events you wish to enter
- Go to the host's web site and locate links to Driver Education

- Go to their registration site and register for events
- Pay online **or** forward a check to **the host region**
- Have a fire extinguisher installed in your car (1st event exempted)
- Beg, borrow or buy a helmet that meets or exceeds SA2000 or M2000
- Download a tech inspection form a couple of weeks before the event
- Locate a nearby tech inspector from your home region's web site
- Have your car inspected and keep the tech form, as you will need it at the event
- Read the articles on what to expect and what to bring that appear on all regions web sites
- The sub-menus under "Driver Education" - "On The Track" at our web site <http://www.porschenet.com/JCMS/content/view/61/56/> are valuable reading for all.
- Come to the track and have fun

Contact Information:		
Northeast Region (NER)	http://www.porschenet.com	email address
Registrar	Mark Keefe 508-529-6127	mxk@charter.net
Track co-Chair	Bruce Hauben 978-952-8517	bmh993@porschenet.com
Track co-Chair	George Bixby 603-398-1894	filelist@aol.com
Event Registration	www.clubregistration.net	
North Country Region (NCR)	http://www.ncr-pca.org	
Registrar	John Lussier 802-728-4457	de-registrar@ncr-pca.org
Track Chair / Registrar	Paul Frucci 603-491-2265	de@ncr-pca.org
Event Registration	www.motorsportreg.com	

Mont-Tremblant Hotel Information

I've negotiated some fantastic hotel rates for our LCMT DE drivers and their families. Remember that all rates are subject to the usual 3% Tremblant Fee; 5% GST and 7.5% PST. Conversely, as of mid-March the dollar exchange rate will save you 22% on these rates that are quoted in CAD.

The Fairmont Hotel (5 Star) fairmont.com/tremblant base room rate for us is **\$129 CAD** (normally \$249 CAD); **Deluxe Rooms begin at \$159 CAD** (normally \$279 CAD) and **Suites begin at \$199 CAD** (normally \$349 CAD); single or double occupancy. Children under the age of 18 stay free; the WiFi charge has been waived; **secured valet parking is \$18.50 CAD** per night, required. You may self-park if you prefer (still \$18.50/night) but it's really convenient to call from your room and have your car/truck waiting for you at the front door. And if you've got a big truck you don't have to worry about finding an outdoor space, the hotel handles that for you. So for about **\$115 US + taxes** you get a 5 Star hotel, WiFi, SECURE parking, pools, spas and other amenities.

The Reservation Department number to call is 1-877-277-3767; our booking code is "PORS0709". The rates are good until June 5, 2009. Cancellations within 72 hrs. of scheduled arrival, no shows and/or early departures are subject to a penalty of full stay guestroom room plus applicable taxes.

Lodge de la Montagne www.Tremblant.ca base room rate for us is **\$92 CAD; Studio at \$99 CAD; 1 BR Suite at \$109 CAD & 2 BR Suite at \$157 CAD**; WiFi is \$10 CAD/night if desired and unsecured self-parking is \$10 CAD/night. So for about **\$88 US + taxes** you get a reputable hotel (for first timers this or it's equivalent is where many have stayed in the past), WiFi, unsecured indoor parking, pools, spas, on site water games for kids, and other amenities.

The Reservation phone number is 1-866-253-0093; our booking code is 2MA7L5. These rates and rooms are good until June 5, 2009. A deposit for the first night and taxes will be taken when the room is reserved. Cancellations within 14 days of scheduled arrival will forfeit the entire deposit.

Zone 1 Forty-Eight Hours of Watkins Glen Driver Education Event Saturday / Sunday June 19th - 21st

North America is fortunate to have a road course like Watkins Glen International. The facility is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6-mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has been continually upgraded since that time, now hosting NASCAR, GrandAm, IndyCar, HSR, SVRA and PCA events. The Zone 1 48 Hours at Watkins Glen is not only a driving event, one of the longest running Driver Ed events in PCA, it is also a social event, bringing together members from the Zone and beyond.

The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday. Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Certification. This year, the entry fee will include a Saturday evening reception at the Glen Club at the foot of the "esses." The cost of the event is \$250 per entrant. Online registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes May 15. It is sure to be a sell-out again this year! More details can be found beginning April 1 at <http://zone1.pca.org>.

After your registration fee is paid and your application is accepted, you will receive a confirmation email with additional information and requirements. Please read the email and make sure you follow all the requirements contained in the registration package, including a pre-event technical inspection.

If you have a Zone 1 Voucher, complete the registration and make your PayPal payment. Upon acceptance, send your Zone 1 Voucher to the registrar and you will receive a credit for the amount of the voucher.



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Spring Time South Shore Rally & Sunday Brunch @ Firefly's

Sunday, May 17th

On May 17th, NER invites all of you to take a scenic Sunday drive ending up at fellow NER member and event sponsor Steve Uliss' Firefly's Restaurant in Quincy for their Sunday Brunch.

We will meet at the MacDonald's parking lot located on Rte 128/I-95 South at the Rte 16 Exit at 10:30 am, where you can have a coffee and socialize with your fellow club members, talking about all the tweaks you made (or planned to make) to the old Porsche over this long and endless winter, or compare plans for enjoying the upcoming NER season of autocross, DE, and other events.

Note that the entrance to McDonald's is just after the actual exit for Rte 16 on Rte 128 Southbound side only — like an unmarked rest stop — do not take the exit itself.

Before we depart, we will hold a driver's meeting to discuss the route, timetable, and other details. Printed directions will be provided complete with a list of rally checkpoints for you to follow. The group will plan to depart MacDonald's at 11:00 am. 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 to Firefly's from I-95 (highway version) are provided below, just in case.

Our route will take us on a scenic ride through Southeastern MA on secondary roads through Dover and Medfield, then heading southeast out toward the coast. We'll then basically follow the coastline up to Quincy, arriving at Firefly's between 1:00 and 1:30 for their Sunday Southern Brunch Buffet. Members will be on their own for the Brunch Buffet — bring your appetite for some good eating with fellow PCA friends after a morning drive. Once you arrive, park with the other Porsches and identify yourself as a Porsche Club member to be seated in our group area.

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

Directions:

From Rte 16 McDonald's on Rte 128 South: Take Route 95 South until it turns into route 93 North. Take Exit 8 to Furnace Brook Parkway. At Traffic Circle, take 1st exit onto Furnace Brook Parkway. Turn Left on Adams Street. Look for 516 Adams Street (Firefly's Restaurant) on the left.

Maps, additional directions, and more information are available at: www.fireflysbbq.com/Quincy.htm
 Firefly's Quincy Telephone: 617 471 0016

Registration Request: Spring Time South Shore Rally

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

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

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**Drivers Education Novice Day May 18th & Drivers Education Event May 19th & 20th
Registration opened March 1, 2009 through North Country Region's website**

It's finally here! The weather, the opportunity...the driving season! It's been a long, snowy winter and you've spent too many nights on a cold, damp garage floor getting everything just right. Soon it will be time to come out and play. Northeast Region (NER) and North Country Region (NCR) are pleased to kick off the Drivers Education season with an event that has something for everyone at the New Hampshire Motor Speedway (NHMS) in Loudon, NH. On May 18th we will be running a special Novice Day and that will be followed by a 2-day event on May 19th & 20th with full DE activities.

Novice Day (May 18th) is perfect for those who have never participated in a Driver Education event and who would like to learn about it in a safe and low stress environment. Drivers in the Green and Yellow run groups may also register in order to participate in the full set of Novice Day activities. Those activities will include extended classroom sessions in performance driving techniques, skid pad and slalom training, followed by time on the race track itself accompanied by a qualified PCA instructor.

On **May 19th & 20th** we will be running a full Drivers Education schedule for all drivers from Novice to Instructor.

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

Costs for Novice Day (May 18th):

Novices	\$170
Green/Yellow drivers	\$170
Instructors who register before April 27 th	No Charge
Instructors who register April 27 th or after	\$75

Costs for May 19th & 20th:

Novice/Green/Yellow drivers	\$170/day
Solo Drivers (Blue/White/Black)	\$145/day
Instructors who register before April 27 th	No Charge
Instructors who register April 27 th or after	\$75/day

Garages will be available on a first registered, first served basis for \$20/day. See NCR's website for details – get in early as there are a limited number of garages available.

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who are keen to find out about Drivers Education. Come and join us; you will have a great time!

Registration for both events (all three days) will be handled by North Country Region.

To register go to: <http://www.ncr-pca.org>

Or contact at NCR:

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

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

Registrar	Mark Keefe	508-529-6127	tcreg@porschenet.com
Track Chair	Bruce Hauben	978-952-8517	tcchair@porschenet.com

Tech Topics Meeting @ Mike's Autobody Saturday, June 13th Starting @ 10:00 AM

NER will be holding a Tech Topics meeting at Mike's Autobody in Malden on Saturday June 13th. Owner Mike Noonan will be on hand to discuss body repair, modifications for racing, and details on how to effectively manage your insurance claims. Mike also plans to have a paintless dent removal specialist on hand who will demonstrate this simple and cost effective method for removing dents from your car. Dent removal services will be available to members so, if you have a car in need of some attention in this area, bring it to this event and take advantage of this service either during or after the tech session on Saturday.

Mike Noonan, owner of Mike's and long time NER friend and sponsor, has been in the auto body repair business since 1975. He takes pride in providing a friendly, comfortable place to come for the best in auto body repair. Eileen, Mike's sister, works in the office as the office manager keeping things in hand. Mike's Autobody is dedicated to providing the best auto body repair and collision damage repair services available, and is one of the only shops in the area trusted enough by Turner Motorsports and the Porsche Club to work on \$500,000 vehicles. They proudly feature a staff of I-CAR and ASE-certified technicians. Mike's Autobody is also the preferred collision repair shop for many major insurance companies, and is particularly good at negotiating claims adjustments with these companies to make certain that your Porsche, BMW, or other fine automobile is repaired to proper standards. Mike's expertise does not stop with high-end sports cars; they repair all makes and models as well.

Also on hand this Saturday at Mike's will be NER friend Cindy Markley talking about car cleaning and waxing techniques and products — just in time for getting your car cleaned up for another driving season or, better yet, your next Concours d'Elegance event. Cindy is full of great information on how to take care of your car and keep it looking its best.

Plan to arrive by 10:00 am on Saturday June 13th. The session will run until about 2:00 pm, unless you stick around for an appointment with the Dent Doctor. We'll provide the morning refreshments and lunch.

We'd like to get a head-count of attendees prior to this event; you can register by e-mail at ryan28@charter.net (or by regular mail using the mail-in form below); please register by Wednesday, June 10th.

Directions:

From New Hampshire/Maine/Northern Mass points: Take I-95S toward Boston, Take Exit 46 to continue south on Route 1, Exit onto Route 99 westbound. Continue to Mike's Autobody on your left #251 (through several stop lights and then just past stop light for Broadway St.)

From Boston / South Shore via Rte 93: Head North on I-93, Take exit 28 to Rt. 99/Sullivan Square/Somerville, Turn right on Cambridge Street (w/signs for Rt. 99), Turn right at Maffa Way, At the traffic circle, take the 3rd exit onto Alford Street, Continue on Broadway/Rt. 99, Mike's is on your right, #251



Registration Request: Tech Topics @ Mike's Autobody

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

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



2009 NER DRIVERS EDUCATION EVENT



3 DAY SUMMERFEST AND DE ENDURO MT. TREMBLANT



July 6, 7 & 8, 2008

Registration Opened March 1, 2009

The Northeast Region is returning to Mt. Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. - or if you prefer 4.26 km. - track set in the heart of the beautiful Laurentian mountains. With 15 turns anchored by famous Namerow and a great "pucker factor" up-hill, blind apex Turn 2 and major elevation changes, the circuit (LCMT) offers everything imaginable for every driver from beginner to advanced. Many track junkies will be extending their Canadian stay with an easy 4 hr. trip to Calabogie Motorsports Park for our July 10-12 DE, details elsewhere.

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out www.tremblant.ca for details. And the icing on the cake, as of this writing you can look forward to a 22% discount on everything in Canada due to our favorable exchange rate.

We've negotiated great hotel rates... details elsewhere in this issue.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago the track was renovated, widened and repaved, and a much safer track evolved. NER will hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers, emulated by some, duplicated by none. Both participants and spectators alike seem to enjoy this part of the event.

LCMT enforces strict noise limits of 92 db at 15 meters. For more info follow the links on the Event Info page of the DE Section of the NER website www.porschenet.com. LCMT also restricts run groups to 30 cars each. Register early or you may miss out.

Crossing the US/CA border is easy. For US citizens a passport is required to re-enter the US if over 19 years old. 18 and under, proof of citizenship is necessary, i.e. birth certificate.

Register at www.clubregistration.net and full DE info is available at www.porschenet.com

Students	\$570
Signed off Drivers	\$495
Instructors (before June 22)	\$255
(June 22 and later)	\$330

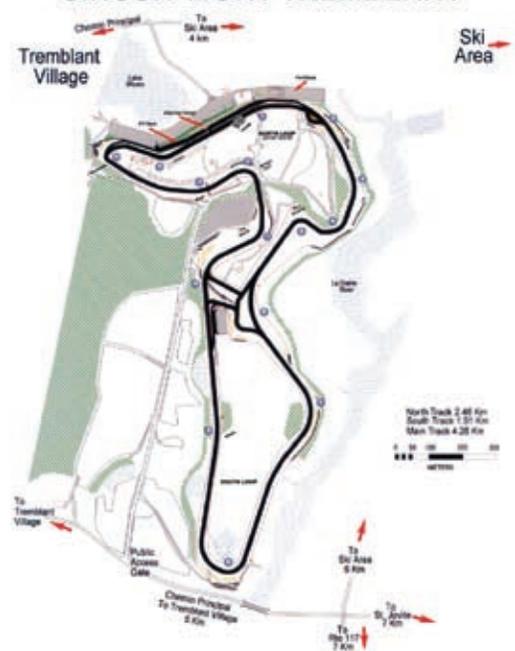
Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com Please make sure your email address is current in your clubregistration.net profile.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com; or 508-529-6127 before 8 PM.

Event questions? Contact Bruce Hauben, Track Chair, TCChair@PorscheNet.com; or 978-952-8517 before 8 PM.



CIRCUIT MONT-TREMBLANT





2009 NER DRIVERS EDUCATION EVENT

**CALABOGIE
MOTORSPORTS**

3 DAY DE @ CALABOGIE

with a DE Enduro

Co-Hosted with North Country Region



Friday, July 9 - Sunday, July 12, 2009

Registration Opened March 1, 2009

NER is pleased to announce that we will be returning for the third year to Calabogie Motorsports Park (CMP) with a 3-day event to be co-hosted this year by NCR. Once again all three days will be open to all run groups and NER will hold one of its signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers.

CMP was a brand new in 2007 and is a 5.05 km (3.03 mile) road track with 23 turns, 65' of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490 mile drive from the Boston area. And if you combine this event with NER's LCMT event on July 6 - 8, Calabogie is just a 160 mile drive from Mont Tremblant that will take less than four hours on July 9th.

Those who have already had a chance to drive at CMP report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of LCMT), it's no surprise that CMP is fantastic to drive. To have a preview of the track, go to www.calabogiemotorsports.com. While you are at the website, check out the improvements to the facilities at the track as well as information about local hotels and restaurants.

Crossing the US/CA border is simple and hassle free. For US citizens a passport is required to re-enter the US if over 19 years old. If 18 or younger, proof of citizenship is necessary, i.e., birth certificate or passport.

Our events are open to current PCA, BMW and other recognized car club members.

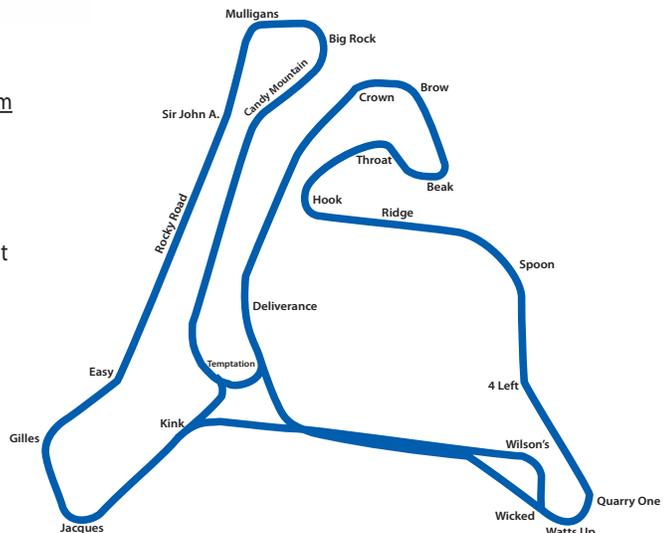
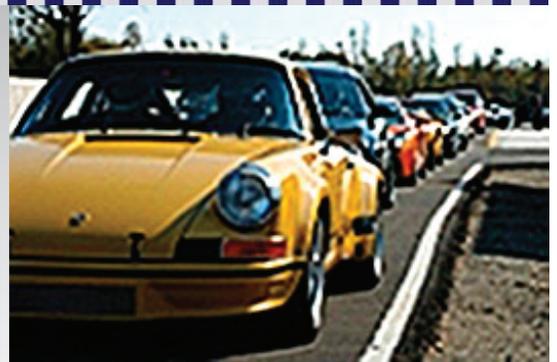
Register at www.clubregistration.net and full DE info is available at www.porschenet.com

Students	\$570
Signed off Drivers	\$495
Instructors (before June 26)	\$255
(June 26 and later)	\$330

Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com Please make sure your email address is current in your clubregistration.net profile.

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com; or 508-529-6127 before 8 PM.

Event questions? Contact Bruce Hauben, Track Chair, TCChair@PorscheNet.com; or 978-952-8517 before 8 PM.



Tech Topics Meeting @ Autobahn Performance

Copy By Chris Ryan, Photos By Dave Weber

Saturday, March 14th, turned out to be a beautiful late winter day — so much so, in fact, that many of the 30-plus people who attended the tech session at Autobahn Performance took advantage of the day and arrived in their Porsches. Rick Heatherington and his able crew had prepared a great session covering a broad range of topics of interest to NER members.

As people arrived, they had a chance to roam around Autobahn's immaculate shop, catching up with friends and talking cars while enjoying coffee and donuts. The classroom had been set up in the middle of the shop area, surrounded by various Porsches on lifts and an alignment/corner-balance rack. Class was called to order shortly after 10:00, and everyone settled in for a series of informative discussions on a variety of topics that had been submitted by several members when they registered.

First up was Autobahn owner Rick Heatherington with a review of Porsche oil leaks. First, we covered oil leaks from the pan of a 928 engine due to cork shrinkage, which we learned could often be temporarily repaired by snugging up the pan bolts and applying silicon sealant along the leak area, until you have time for a proper repair involving removal of the pan and replacement of the gasket. Oil starvation was also covered, which could be caused by clogging of the oil intake strainer with bits of excess sealant getting inside the engine, or due to extreme inertial forces causing the oil to flow up against the side of the pan away from the intake causing engine oil

starvation — very bad. Rick explained how baffles had been installed in later model Porsches to help eliminate this problem, and discussed performance modifications involving extension of these baffles and enlargement of the oil return holes feeding the oil pump pickup area that would prevent oil starvation during high-speed maneuvers. Rick



Richard covered drivetrain issues

also discussed common causes of oil leaks in air-cooled Porsche engines, such as the oil return tubes, cylinder base seals, and even the oil breather covers on the top of 911 engines. There was also a discussion of rear main seal ('RMS') leaks, and several



Rick introduces his team at Autobahn and they have lots of experience

RMS types were shown. We also heard about head gasket leaks which, depending on where the gasket failed, could cause a loss of compression between cylinders, drawing coolant or oil into the combustion chamber.

Next up was Richard to discuss Porsche driveline issues. He first covered wheel bearings — tapered roller bearings and press-fit types — and discussed symptoms of failure like noises during loading of one side or the other of the car during turns. CV-joints were discussed, with an emphasis on the importance of making sure the boots remain intact to keep dirt and salt out of

the joints. Such contamination will cause extreme and rapid wear of these components. We then had an opportunity to see Win Perry's Boxster gearbox on stage, disassembled, showing failure of the pinion gear from some hard use at the track. Later Win explained that, in spite of the failure, he had many years of track and autocross use with this transmission, so he did not feel that it necessarily owed him anything. Richard noted that regular changing of the transmission oil and checking the



Lots of technically curious members were in attendance

magnetic drain plug for metal pieces was good maintenance practice. This was followed by a demonstration of front strut inserts that had failed and were causing a 'clunking' sound at the limits of their travel.

Rick covered suspension modifications and alignment issues in the next session. He began with the basics, illustrating caster, camber and toe, and how each was affected during street vs. performance driving and how to adjust each differently for those two different driving situations. Tire pressure was also covered at length, and how its proper management can be one



Rick Hetherington

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The Parts Department at Autobahn

of the most important things for proper performance on a track or autocross course. Knowing how to get your tires to reach the tire manufacturer's recommended pressure for optimum performance after temperatures have stabilized was described as being crucial to maintaining consistent performance during multiple runs and is probably the single most effective (and least costly) thing one can do to maximize your car's performance. Upgrading suspension components such as torsion bars, coil springs, anti-sway bars, tire/wheel combinations, and even GT3-type adjustable control arms, were also reviewed for their respective performance benefits. Autobahn Performance has a precision alignment rack with corner balance load cells that they use to set up your car for your particular driving requirements, which was also demonstrated during this session.

We then enjoyed a lunch break, with pizzas and drinks provided by Autobahn. Everyone had a chance to have a bite to eat, and step outside to enjoy the sunshine while talking about all we had heard in the sessions. Following lunch, it was back to school to learn about brakes.

Brake flushing is an important part of preparing your car for performance driving; a complete flush is required for tech inspection before each track season and it is recommended that brakes be bled each day or more often if brake fade occurs during track events. William demonstrated the brake flushing technique on a 993 Cab, showing us how to start with the caliper fittings furthest from the master cylinder and using a bleeder bottle and an assistant. Proper communication between the person at the wheel and the one in the car pumping the brake pedal is critical to avoid sucking air back into the lines during this process.

We then had another break for dessert, where we were treated to a variety of homemade cakes and cookies specially prepared by Rick's mother for the event! Do these people know how to take care of a bunch of Porsche folks or what? After this treat, Jason covered ECU scans on OBD II systems. He reviewed the basic code format, and described how these built-in moni-



Coffee & donuts got the session started

toring systems can be used to alert the driver to a variety of system problems and help the technician determine the problem in today's complex cars. Commonly seen problems like faulty O₂ sensors or cylinder misfires were discussed. He showed us several different diagnostic tools they use, ranging from a simple code reader/reset tool to a more sophisticated laptop running software that allows real-time system monitoring and control for more advanced troubleshooting and tuning.

Wrapping up the day was Larry, who presented an overview of automotive A/C systems and their basic operation. He discussed some of the common troubles encountered, as well as issues associated with the use of R-12 refrigerant vs. the R-134 used in newer cars. The discussion quickly began focusing on the A/C systems in older 911s, which are notorious for providing only marginal cooling at best. Larry explained that in spite of this reputation, older systems could often be brought back to life, depending on whether any major components had failed or not.

This wrapped up the technical sessions for the day. There was still, however, an important order of business — the grand door prize. Several smaller door prizes had been given away during some of the breaks to Win and Luke Perry, Frank Carnivale, Joe Billmaier, and Dave Carter. The grand prize of the day, a nice assortment of car care products, went to Ed Debaris.

NER wishes to thank Rick, his talented crew, and of course his Mom, for taking time out of their weekend to extend us their generous hospitality and to provide a wide ranging and thorough presentation on all the Porsche topics covered today. We look forward to another visit in the future.

AUTOBAHN PERFORMANCE, INC.



Need a part Autobahn has it

Ground School For Driver Education Novices

Copy By Steve Artick, Photos By John Bergen

NER's 2009 Driver Education Ground School was held on Sunday, February 22nd. This annual event is NER's annual introduction to our Driver Education (DE) program was once again a lively and well-attended event. It was a great way to spend a chilly February morning and get people's thoughts focused on the warmer weather and fun just around the corner!

This year's seminar was once again graciously hosted by Joe Marko of HMS Motorsport (www.hmsmotorsport.com) at HMS's showroom in Danvers, MA.. HMS's impressive showroom is filled with all things speed-related including helmets, seats, shoes, gloves and driving suits, as well as safety equipment, accessories and books that will make you and your car perform better. NER greatly appreciates Joe and his staff's continued support of our Ground School. If you haven't visited HMS Motorsport yet, it is one of the best shops of its kind in the East and well worth visiting, now that Spring is here and your Porsche is ready to hit the road and/or track again.

Well over 40 people attended the Ground School to learn about NER's DE program. This year's attendance figure was consistent with past years and reflects the high degree of interest that continuously exists. With a new crop of participants joining us at DE events each year, it helps ensure that NER's DE program will continue to thrive and grow as new ideas and enthusiasm are added to our already-successful and highly-regarded DE program.

The Ground School is intended for people who have not yet driven their Porsche on a road course and are interested in learning more about where and when our DE events are held, how to register for them and what to do when you arrive at the track. The primary goals of the Ground School are to explain the philosophy and intentions of NER's DE program and to explain how the events are run so that newcomers quickly and easily feel at ease when they attend their first DE event.

It appears that these goals have been met. In past years, the vast majority of Ground School attendees have attended NER DE events, with many of them becoming full-fledged track junkies! Registration for this year's DE events opened on March 1st, and from looking at the registration list for each event, it appears that this year is no exception with many of the names on the Ground School attendee list already showing up as registrants for one or more our upcoming DE events.



Lots of interested members in attendance

Frank Bruns, NER's Chief of Novice Development, was basking in the warm TX sun for the Winter and could not be convinced to make the trip North, so Steve Artick, NER's Chief on Instructor Development ran

this year's seminar. After a short introduction describing the topics that would be covered, the members of NER's Track Committee and Board of Directors who attended were introduced as was Botho von Bose, PCA's Zone 1 representative, who lives in Canada and made the trip down here to take in our event and soak up some of that great Boston February sunshine!

Steve then introduce Joe Marko, who gave a brief but highly informative and interesting overview of the equipment that newcomers should consider as basic necessities for DE participation. Joe stressed the importance and safety of a properly-fitted helmet and that only Snell-approved helmets should be considered. Despite the wide range of goodies HMS sells, Joe was quick to point out that it is not necessary to buy everything at once and additional items, such as shoes, gloves, race seats, harnesses, etc. can and should be added as your DE event participation and skill level increases.

Steve Artick took over the stage after Joe and spent the next two hours telling the attendees all about NER's DE program. The discussion started at a high-level that detailed the philosophy and intention of NER's DE program. He mentioned that while DE events are run primarily to teach the fundamentals of high-performance driving on road courses and race tracks, many of the fundamentals learned can be directly applied to everyday driving and will improve the person's overall driving ability. He also repeatedly stressed that both safety and education are key focal points of all NER DE events.

As the discussion dove deeper, Steve explained how drivers are placed into run groups based on their DE experience and that each DE novice is assigned an Instructor at each event that will help the driver hone their driving skills. Steve outlined the various run groups and explained the self-paced program that drivers follow to advance to the higher run groups.

NER's 2009 schedule of DE events was presented with a quick overview of each track where the event(s) will be held. As was the case last year, NER is co-sponsoring events with the North Country region (NCR), with one of the two regions being designated as the host region and being responsible for registration and event management. A complete listing of all NER DE events can be found in this and future issues of Nor'easter as well as on www.porschenet.com.

Other important topics that were discussed included who is eligible to participate in NER's DE events, how to register for events, event costs, what needs to be done prior to getting to the track, what to do when you arrive at the track and how drivers and instructors are matched up. While much of this information appears in each month's Nor'easter and on NER's website, the discussion prompted many questions and reflected on the high degree of interest that existed in the room.

The last few topics covered included how two people can share a car at an event, the benefits of introducing younger drivers to DE events and useful resources and publications

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Porsche News

Copy & Photos Courtesy of Porsche Cars North America

Porsche Shares More Panamera Innovations

ATLANTA – March 18, 2009 ---- As the moment draws near when the Porsche Panamera makes its public debut at the Shanghai Motor Show on April 19, 2009, the Stuttgart, Germany based auto manufacturer reveals a few more technical details to whet the appetites of those in search of the emotional and driving character of a sports car coupled with the high luxury and interior comfort of a performance sedan in one unique vehicle that is still instantly recognized as a Porsche.

When it goes on sale in the United States on Oct. 17, 2009, the Panamera will showcase some innovative technologies. These include the first automatic engine start/stop feature used with an automatically shifting double-clutch transmission, air suspension with additional air volume on demand, and on the Panamera Turbo active aerodynamics with a multi-stage, adjustable rear spoiler that deploys when needed.

With the Panamera, Porsche's fourth model line, customers will see an unprecedented vehicle concept – a four-seat gran turismo offering both dynamic performance and superior elegance all in one. While competing with well-established models in the premium class, the Panamera carves a new niche in terms of performance, driving dynamics and efficiency. This is familiar ground as efficient, high-performance engines, lightweight engineering and optimized aerodynamics have been Porsche core competencies throughout its 60-year history both on and off the race circuits.

Maximum performance and efficiency

The Panamera is the first premium car with an automatically shifting double-clutch transmission to feature an engine start/stop system that saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a stop



light, for example. All engines have advanced and fuel-efficient Direct Fuel Injection (DFI), as well. In addition to consistently reducing friction in their engines, Porsche further enhanced the engines with innovations such as map-controlled coolant/temperature management and ancillary units with enhanced efficiency.

The Porsche Doppelkupplungsgetriebe (PDK) double-clutch gearbox, standard on all U.S. Panamera models and a first in this market segment, also enhances both fuel economy and performance. Being more efficient than a conventional automatic transmission, the PDK gearbox can save even more fuel through its long, overdrive-like top gear. It offers outstanding performance with typical Porsche driving dynamics through ultra-fast gearshifts without the slightest interruption of engine power.

In conjunction with other specific improvements enhancing overall efficiency, including tires with minimal rolling resistance and disc brakes with residual brake forces reduced to a minimum, the Panamera S consumes just 10.8 liters/100 kilometers (equal to 26.2 mpg imp) in the New European Driving Cycle (EPA fuel economy figures are not yet available).

Chassis and suspension: driving dynamics and comfort all in one

The Panamera chassis and suspension is not a compromise between sporting performance and superior comfort, but rather a combination of the two. In its basic setting it offers a very high level of driving comfort, yet at a touch of the Porsche Active Suspension Management (PASM) button, it turns into a thoroughbred sports suspension.

Another highlight is the adaptive air suspen-



sion that can provide extra air volume on demand. An absolute innovation in automotive technology, it offers an even greater variation of sporting and comfort features and is standard on the Panamera Turbo and optional on the other models.

Driving dynamics and comfort may be further enhanced on all models through the optional Porsche Dynamic Chassis Control (PDCC) system available in combination with a fully controlled rear axle differential.

Through the Sport Plus button, the optional Sports Chrono Packages enable the driver to choose at the touch of a button the high-performance configurations for the drivetrain and suspension systems, including Porsche Traction Management (PTM) with its fully-controlled all-wheel drive. PTM is standard on both the Panamera 4S and the Panamera Turbo.



Body: light and functional

The body is the synthesis of lightweight technology typical of a sports car, superior comfort, generous spaciousness, and efficient aerodynamics.

The most advanced production methods and materials are used on the Panamera body. These include all kinds of steel grades, light alloys such as aluminum and magnesium, as well as plastics. The lightweight doors feature a load-bearing structure made of laser-treated pressure-cast aluminum, an aluminum outer skin and door window frames made of thin-walled pressure-cast magnesium. Thanks to this intelligent lightweight structure, the Panamera S, for example, weighs just 1,800 kg, or a just over 3,990 lbs.

The rear seats set new standards in the luxury performance class in terms of both comfort and variability. Perfectly contoured as single seats, they offer maximum comfort also at the rear through their wide range of electrical adjustment and seat climate functions and the headrests integrated into the seats.

The Panamera also comes with a highly functional, variable luggage compartment. The rear seat backrests tilt forward individually, providing up to 44.6 cubic feet or 1,263 liters of luggage capacity.

The visible highlight of the overall aerodynamic package is the active four-way rear spoiler on the Panamera Turbo. Through its efficient management of control angles and surface geometry geared to driving conditions, the rear spoiler optimizes both the car's aerodynamics and performance.

Acoustics: sporting sound and superior touring comfort

Porsche's development engineers have successfully achieved a perfect balance of sound of the exhaust system, the air intake, the engine, and the car's aerodynamic acoustics. The result gives the Panamera a harmonious, characteristic sound pattern, bringing together seemingly contradictory requirements.

At a very early point in the development process, for example, Porsche engineers analyzed aerodynamic acoustics on a clay model right from the start, achieving further optimization by way of numerous technical improvements with specific, individual effects. The result is a truly low level of noise within the interior and most appropriate for the luxury performance segment. But at the same time the typical powerful Porsche sound comes out clearly when accelerating, giving the Panamera a wide range of sound, from discreet modesty while cruising all the way to powerful emotion whenever the driver wishes to experience a sporting style of motoring.

Using both new and proven technologies, Porsche's engineers in Weissach while developing the Panamera have succeeded in intelligently solving all conflicts of interest. The result is a car with a wide range of features most appropriate for such an outstanding gran turismo: the engines are powerful and dynamic, efficient and clean. The Panamera combines comfortable touring characteristics with sports motoring so typical of Porsche. And despite the car's dynamic proportions and coupe-like silhouette, the interior, apart from lots of space and superior comfort, also offers outstanding function and variability.

My daughter, Kaitlee, and Brian, her intended (they have their learners permit) joined us along with four Brits that were old friends of the Skirmants.

One fellow, Chris, was an ex military helicopter pilot who now flew for Virgin Atlantic. I think that he and Rob could have told stories for days given Rob's time spent in an Apache in the US Army.

Mike Smith was a 356 Talk list contributor and we had talked on the internet but never met. He was a jolly fellow who spent the week in a red overall suit that looked like he was right off the Porsche production line in 1955. Except that he was a lot more knowledgeable than an assembly line worker.

The last two were a couple, Mike and Anita that had driven in with a motor home as big as a city block. The kind with pop out walls and a sign on front that says "nobody you know". They have a stable of cars back home that include a 904, and a couple of Carrera 2's from the '60's. Bill also had a red overall suit so our pit looked very professional.

Friday was more practice and qualifying for the weekend. Based on lap times your starting position is determined for the weekend. With no rain to give me an advantage I was pretty far back in the field but my mirrors were still full of cars with plenty to chase ahead of me.

The Klub Sport Race was first thing on Saturday and sixty six Porsches lined up for the start. The green flag dropped and cars dove at the first turn four abreast. Lots of excitement with dirt flying everywhere as the track was only wide enough for two. I was able to stay on the pavement and didn't lose any positions but I was sure that I had rubbed door handles with a 914/6. We couldn't find any marks after the race so I was in the clear. About the third lap I caught up to a 911 and another 914/6 but it took a couple of laps to find a place to pass. That turned out to be at the hairpin, the slowest spot on the course. I was going back to first gear and they were using second which made my car faster leaving the turn. The next time around I waited until they both had set up for the turn and then drove right to the corner. As Rob pointed out later that was not the fastest way around but it put me ahead of them and I was able to pull away faster since I was in first gear.

I pulled out a small lead but then threw it all away on the next lap. As I approached the hairpin again I was looking in my mirror to see if either of them was going to try my move. That caused me to miss a down shift, a very amateur mistake. I was going too fast to make the turn and they both drove past. The error put me down a short "escape" road and I had to drive back over the grass to rejoin the fray. I caught back up to the two Porsches within a couple of laps but was unable to get around them before the checkered flag fell. Still no harm, no foul and great fun, besides it gave me a great story at the track sponsored dinner that night.

On Sunday morning I started the Enduro with Rob waiting in the pits to do a driver change after the first 45 minutes. The start was somewhat more relaxed than the day before but that

didn't stop two 911's from tangling at the end of the back straight after a few laps. It was too early to pit under the full course (no passing) yellow so I just motored around, waving as I passed the pits each lap. Now I know how the drivers on TV feel as they drive around Daytona Speedway under the caution flag waiting for the race to restart. The first exchange went very smooth as Rob headed out and I went off the men's room.

When I got back in the car I had a good couple of laps until the car began to run "off song" and I knew that something was wrong. Vic's car had been parked on pit lane with nobody attending to it so I knew that his race was over. I was afraid that ours might suffer the same fate and I wanted to stay out on the track but Vic's frantic waving was hard to ignore. It was his car after all and he could tell that it wasn't healthy. A couple of laps didn't fix it so I reluctantly pulled into the pits.

Each of the four velocity stacks had a foam sock on it to keep the dirt out and one of them had torn and was sucked down into the carb. With no air supply the little dear was doing it best but with only three cylinders. Vic had the problem solved before I could even shut off the key and I was on my way in no time. The lap times held up by the crew as I flashed by told me that the little tub as good as new.

Rob did the last stint without a problem and waved to all the corner workers and spectators after the checker flag fell. He didn't do a back flip after the race NASCAR style but the grin on his face told me that it was the most fun he'd ever had in a 356. The fact that his lap times were a full second faster than mine might have had something to do with his excitement. I guess that will overshadow my autocross win the month before in Phoenix.

A quick check of the car, a little oil and a brake pad check (they were fine) and I was ready for the last race, an eight lap feature at the end of the day. I got a good start but didn't try any diving turns so there wasn't any grass on the car at the end. I had a nice dice with a MGA that was fast on the straight but slow in the turns. He wasn't in my class but it was still a lot of fun to finish with the Brit in my mirrors.

All in all the weekend was a great success. With a snow storm at home, the 80 degree weather was easy to take even if I had to wear earplugs

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three days straight. My thanks to the Skirmants and the whole crew for an exciting time at Sebring. The racing was the best and the stories told by all at the end of each day were even better. I can't wait to do it again. We are definitely on the list to do our spring break at Sebring every year. KTF

Double Clutching - continued from page 9

this foray into four-door passenger cars will dilute the 'specialness' (is that a word?) of the marque. But then reality steps in, and I begin to consider the facts of what the Cayenne meant to the survival of the brand. In the February issue of *911 & Porsche World* magazine, a columnist stated what I thought to be an important point. Porsche produced 98,000 cars last year, and just under half of them were Cayennes. Only 57,000 were 911s, Boxsters and Caymans. If this were the 1990s 57,000 vehicles might have been considered successful, but from 2004 to 2009, especially given the current possible recession we are in, it is the Cayenne that has saved this company to continue to be a viable entity. As much as I have been one of those people who has had a hard time accepting the Cayenne as a true Porsche,

and have not been willing to concede to a Cayenne owner full membership into the fraternity of Porsche ownership, it is time for me to change my opinion. We all remember back in the 1990s the dire straits this company was in and the concern that Volkswagen would have to acquire them to save them (wow, have things really come full circle in that regard with the take-over of Volkswagen by Porsche). So with the release of the Panamera I have decided to be a full-fledge supporter of this move. Not to question it, or to somehow minimize the purchase, or consider this vehicle as not really being a Porsche. So what if it is a passenger car with four doors. I hope it becomes an overwhelming success for Porsche because I believe its success, like the Cayenne's, will insure that Porsche will be around for a long time, which means unlike those devotees of MG, Triumph and other marques that have fallen by the wayside, Porsche will continue to be a viable entity for a long time to come. Porsche has estimated that it will sell 20,000 Panameras in its first year. Here's hoping they exceed that number tenfold and even exceed the success of the Cayenne.

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two strong years. That affects the income of everyone associated with the villas; housekeepers see fewer tips. You didn't need to make restaurant reservations. But our flights were nearly full in either direction, so at least some people are still taking vacations.

The day after we returned home we attended a concert by the BSO at Symphony Hall. The program featured Charles Ives' Fourth Symphony. I mention this in closing as the piece calls for the playing of an "ether-organ" (I subsequently learn that the instrument is correctly called a "Theremin"). I'd never heard of the instrument nor seen one "played." It's the only musical instrument that you do not have to touch to play. While the BSO was performing, I wasn't convinced the woman "playing" the instrument was actually doing anything. All she did throughout the piece was stand in front of the instrument and wave her hands in different patterns. My diminished hearing (Susana's belief) couldn't discern any sound I could associate with her activity.

Of course, like most anything these days, all I had to do was 'Google' "Theremin" to discover all the information I sought on the instrument. And of course on *YouTube* I found a number of short videos showing various performers using a Theremin. I now know what sounds I missed — think spacey, weird, electronically produced sound waves. If you're curious a little effort on your part will lead you to the same information.

See you at the NewComer's Meeting, or later in April in Cooperstown on the Ramble.

since it is out in the middle of nowhere. So therein lies my dilemma. Do I send the family back to Walpole alone or do I torture them and bring them along for the rest of the trip.

The right thing to do would be to see if I could hook them up with a convey heading back to the states. If that can't be accomplished, then I may need to think of some alternate means of transportation, i.e. flights to Boston. I still have time to noodle this over before I have to pull the trigger to pay, so look for updates in the months to come.

Moving on, in early March I had a trip down to the New York/New Jersey area. For this trip I was mixing business with pleasure so the whole family went for the first part. The pleasure part was a visit to my parents' house in Roseland, New Jersey. Dot, Dylan and I were attending a Green Energy Conference at Rutgers University and my parents live about an hour away from the campus. Sean would be spending some quality time with his Uncle Joe and grandparents, while we were away at the conference.

The conference was great and very educational. I won't bore you with the details but let's just say that all three of us enjoyed it. Sean fared pretty well too. He and his uncle spent most of the day in Jersey City and New York City. They visited the seaport in NYC, had lunch at Nathan's, and got to ride on the Path train. We were then all reunited at my parents' for dinner where we relived the day's events.

The next day, Sunday, Dot and the kids headed back to Walpole alone. I figured if she could make the drive from Jersey to Walpole alone then there would be hope for the Calabogie

trip. You see there is a method to my madness. I, on the other hand, was remaining in Jersey so that I could spend the next three days networking in the city.

I had managed to set up 12 meetings with various vendors, consultants, headhunters, and other CIOs that I knew. Statistics have shown that more than 80 percent of all jobs are found through networking, and I am betting on the fact that this will be true for me too. For my commute into the city, my dad was kind enough to lend me his car so that I could

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drive myself to the Path station in Harrison, which is about 15 minutes in traffic from their house.

Once on the Path, it would be another 30 minutes or so before I was in NYC. The station I where I got off at was the World Trade Center station. This is the same place I used to come into when I was living in NJ some 20 years ago, but back then the Path ended beneath the WTC buildings. Today it ends just shy of 'ground zero.'

Anyway, the meetings went well and I do have to say that this networking thing is harder than actually working. I had a great time meeting with everyone and enjoyed some fantastic lunches and dinners. I am hopeful that good things will come from my connections and, as many people have told me, it won't be long before I find a new challenging position.

Before I knew it I was heading back home on the Acela, which is a very civilized way to travel. Sure you can probably drive between NJ and MA almost as fast, but can you take a nap or visit a café car? I think not, and another bonus is that you probably won't get stuck in a traffic jam.

Back to reality now. My wife and I spent most of this past Sunday cleaning out the garage. There were lots of old toys, sporting goods, and various other junk that needed to be thrown away. I also made the executive decision to banish the snow blower to the shed. After much sweeping and vacuuming, the garage looked great. Of course since I had to empty the garage of all vehicles it meant that my son Dylan and I could go for a little ride in the green monster. Boy it was nice to exercise the car again, and it was a good bonding experience too.

Now for the standard closing lines: 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!

Around The Cones - continued from page 7

(always given by them) and found that it had been redirected to Vermont; very strange. So I called Bean themselves to see what they could do. Within seconds a representative answered the phone, knew my name, and what I had ordered without me uttering a word. After relating my story he immediately offered a replacement order and asked whether I would be satisfied getting it by the end of the week or needed it the next day. I opted for the end of the week and he assured me it would be sent via a non-USPS vendor to avoid the shipping issue. Then, in parting, he mentioned that if the original package did eventually appear would I mind returning it via the enclosed prepaid label attached to the invoice.

The postscript: it strangely appeared a

few days later and I gladly returned it. Which company do you think has earned a reputation of customer loyalty? If and when I get an answer from company X I will relate their way of dealing with their service issues.

Interesting technical note: as many of you know, auto manufacturers are now switching wholeheartedly to direct fuel injection, which injects fuel directly into the combustion chambers. These systems operate at incredibly high pressure of nearly 1500 psi (they have to overcome the pressures of the pistons compressing the air in the chambers). The amazing result is the seemingly impossible trio of more power, better economy *and* lower emissions. Now that is true efficiency. Porsche is quickly introducing this system to its new models. Only the base Boxster, Cayman and one of the Cayennes are not yet switched over.

Second tip: for those of you who have not yet taken your Porsche out of winter storage, remember that starting an engine that has been in storage for months without cranking over the engine slowly could cause premature wear of the cylinders, as most of the oil has drained off the cylinder walls. I always disconnect the coil wire either on older models (to prevent instant starting), then crank until the oil pressure gauge moves up. On later cars, remove the DME relay and do the same cranking routine. After the pressure is up, replace the coil wire or relay and start it up, do *not* rev the engine until it has idled for at least a few minutes. Happy motoring.

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Profound Statements

- In my many years I have come to a conclusion that one useless man is a shame, two is a law firm and three or more is a congress. John Adams
- A government big enough to give you everything you want, is strong enough to take everything you have. Thomas Jefferson
- Suppose you were an idiot. And suppose you were a member of Congress. But then I repeat myself. Mark Twain
- I contend that for a nation to try to tax itself into prosperity is like a man standing in a bucket and trying to lift himself up by the handle. Winston Churchill
- A government which robs Peter to pay Paul can always depend on the support of Paul. George Bernard Shaw
- Democracy must be something more than two wolves and a sheep voting on what to have for dinner. James Bovard, Civil Libertarian (1994)
- Government's view of the economy could be summed up in a few short phrases: If it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidize it. Ronald Reagan (1986)

where more can be learned about high-performance driving, equipment and DE events.

Speaking of which..... our first DE event which we will co-sponsor with our friends in the North Country region will be held May 18-20 at New Hampshire Motor Speedway in Loudon NH. The May 18th date is entirely devoted to DE newcomers and will feature a car control clinic and classroom sessions in the morning and afternoon sessions on NHMS's road course which includes 12 challenging corners, including most of the famed racing oval used by NASCAR's Sprint Cup series. Even if you did not attend the Ground School, you can and are encouraged to register for this and future NER DE events. Complete information on all events can be found in this issue of Nor'easter and on www.porschenet.com.

The event ended with a sumptuous and more than abundant pizza lunch courtesy of HMS Motorsport, and plenty of time for the attendees to ask additional questions and browse HMS's offerings.

Hopefully, I'll see you at the track!

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Utility trailer for track tires and tools. Includes custom hitch for 01 Boxster but should fit most other years. Attaches to bumper fixtures. Includes spare tire and custom platform for jack and tools. Excellent condition. Kept in garage, less than 5000 miles. See NER Mart for photo. \$400 or best offer. Contact Greg Osche 978-263-6931 or oschets@comcast.net."

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Home: 617-720-6638 email: bergenj@comcast.net

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Vice President - Activities

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

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Secretary

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Membership

Dick Anderson
10 Cutler Rd, Andover, MA 01810
Home: 978-474-0898 email: DickAnderson114@gmail.com

NOR'EASTER Editor

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

Past President

Bruce Hauben
5 Apple Ridge Ln, Littleton, MA 01460
Home: 978-952-8517 email: BMH993@PorscheNet.com

Committee Chairs

Chair - Autocross

Ron Mann
105 Ridge St, Concord, MA 01742
Work: 781-442-0306 email: rjmann@yahoo.com

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Steve Ross
49 Village Brook Lane, Natick, MA 01760
Home: 508-653-1695 email: slr944@aol.com

Registration - Autocross

Jon Cowen
12 Copeland Rd, Framingham, MA 01701
Home: , email: JCowenNER@gmail.com

Chair - Driver Education

Bruce Hauben
5 Apple Ridge Ln, Littleton, MA 01460
Home: 978-952-8517 email: BMH993@PorscheNet.com

Registration - Driver Education

Mark Keefe
Home: 508-529-6127 email: TCReg@PorscheNet.com

DE Tech

Chris Outzen
Home: 978-448-0732 email: Chris@theoutzens.com

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Home: 978-486-8245 email: chfnstracy@PorscheNet.com

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Thomas Fedyszyn
Newport RI
2005 Boxster

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Donna Benson
East Taunton MA
1987 944

Andrew Schneeloch
Holliston MA
2007 911 C2

Robert Cipriano
Belmont MA
2006 911 C4S

Karl Gutsche
Amy Gutsche
Plymouth MA
2001 996 Turbo

Joseph Parisi
Salem MA
2008 Cayman S

Robert Tarasov
Westwood MA
2004 911 C2

John Clapperton
Nancy Clapperton
Auburn MA
1997 Boxster

Jeff Johnston
Stoughton MA
1987 944

Randall Preston
Grafton MA
2008 911

Peter Zagel
Tyngsboro MA
2008 Boxster S

Mike Dolan
Arlington MA
1999 911 C2

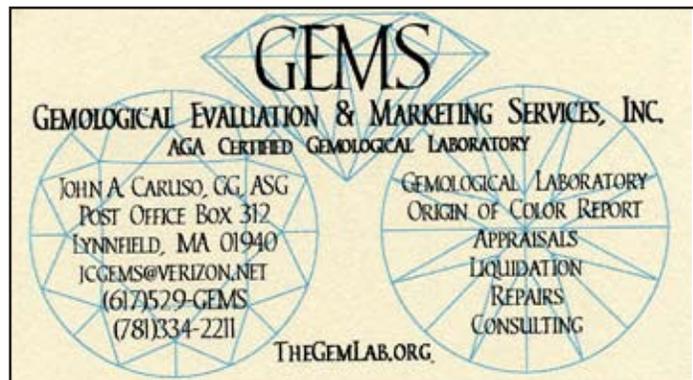
Transfer In

Benjamin Chang
From: North Country
1999 911 996

One Track Mind - continued from page 10

in "Jurassic Park." Proving the axiom that, "it's a small world," our pilot was a Vietnam vet from Maynard, Massachusetts (ex DEC) who received his helo training courtesy of Uncle Sam. I've suggested to daughter Katie that this would be a good gig for her when she returns from flying her Blackhawk in Afghanistan.

As all trips to Hawaii should be (and most always are), this one was great. The only downside — I saw not *one* Porsche on the entire island.



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