



Porsches & Polo @ Myopia Hunt Club



Weekend DE @ Watkins Glen!!

*Porsche Fest Concours d'Elegance*

# THE NOR'EASTER

AUGUST 2009 AUGUST 2009 AUGUST 2009 AUGUST 2009 AUGUST 2009 AUGUST 2009 **AUGUST 2009** AUGUST 2009

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## COVER



### Cover Photo

Dave Weber captures the image of the iconic '99 Porsche 911GT1 participating in the 2009 Goodwood Festival of Speed.

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

# Out In The Passing Lane

Dave Weber



Vacations are wonderful things indeed, especially when the weather is perfect and you're spending time doing something you really enjoy. Such was the case for Susana and me the end of June and the start of July. We flew over to Great Britain to spend a few days in London prior to attending the Goodwood Festival of Speed. We packed expecting to have to deal with cool weather and frequent rain — neither of which were issues over the entire eight days of our trip. We took in two plays in London, *Wicked* and *Billy Elliot*, toured the Tower of London and Westminster Abbey, viewed marvelous collections of art in the National Gallery and the spectacular Tate Museum of Modern Art, and walked the streets of the Mayfair district.

When it came time to head south to attend the Festival we taxied back to Heathrow to pickup our right-hand drive Volvo station wagon. This was my second attempt at driving in Great Britain, a task I've approached with some trepidation each time. Fortunately this time we had an in-car GPS

## ***The first day I was a bit shaky, getting used to having to monitor the spacing between my car's left side & the cars parked along the road***

system that greatly facilitated the escape from the city, and helped significantly when decisions were required as to which way to go or which exit to take leaving a rotary (in the reverse direction!). The first day I was a bit shaky, getting used to having to monitor the spacing between my car's left side and the cars parked along the road (or better described as extending into the traffic lane). By the second day I was growing more comfortable, having a better feel for the roads we needed to travel each day, and becoming more familiar with the visual aspects associated with driving from what is normally the passenger seat. Over the five days we spent south of London I never ever really relaxed in the driver's seat, as it's so easy to look the wrong way, or inadvertently enter the wrong lane. It doesn't help when the roads you have to use are narrow, twisty lanes with lots of large buses popping up regularly in your path.

When we returned the rental car, the attendants gave it a thorough inspection. I guess they fully

expect to find their cars damaged by non-natives; fortunately there wasn't a nick to be discovered on our rental car. I was very pleased overall with my performance this trip. Another two or three weeks of driving in the UK and I'll be fully proficient driving from the 'wrong' side of the car!

You'll find an article I authored and photos I took detailing our time attending the Goodwood Festival of Speed elsewhere in this issue. If you've thought about attending this event, I'd strongly encourage you to go as it's one of the premier motorsports events in the world — presented at a level of excellence beyond anything else you might experience. The 150,000 people that attend each year are testimony to that fact. If you want to get a feel for the event, go to [www.Goodwood.com](http://www.Goodwood.com), click on the Motorsports link, and select the Festival link — watch the video and you'll be looking for time on your calendar.

We've progressed through most of the conflicts on our personal calendar, so know we have some time to start planning to attend a couple of driver education events. The good news on that front is that the region has worked with the Watkins Glen management to switch our September weekday DE event to a weekend event (and for future years also). The region now has the last weekend in August (three days) at the Glen for a

driver's education event. So, those who registered for the September event will soon hear from the region notifying them that we've now switched the event to now occur on the last weekend in August. The weekday event at the Glen was always a poor value from a time commitment standpoint I thought. You needed to use at a minimum three vacation days to get two driving days — assuming you didn't mind getting home real late. More likely it was four vacation days to get two full driving days. With the weekend option I take the approach of using two vacation days to get two and one half driving days — and I get home by 7:00 pm on the Sunday — in time to unpack and get ready for work. A much better deal in my mind.

Everyone will soon get an e-mail blast detailing the facts for this new driver education event. You'll also find a revised event promo elsewhere in this issue. If you've not been planning to do the September Glen event but now are interested

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# Flat Sixer

John Bergen



As I sit here writing this month's column, I have come to the realization that I have too much content for just one column, so I have made an executive decision to write about my experience at Calabogie Motor Sports Park next month. I apologize in advance but I would hate to exceed my quota.

So without further ado, now on to our show. June and July have been very busy for your intrepid reporter. It all started with the Zone 1 48 Hours at Watkins Glen, moved to the Seymour Lisker Pentathlon, and finally finished up with my third annual trip to Mont-Tremblant.

For the trip out to the Glen, I caravanned with two other drivers, Jerry Coholan and Tony Gargano. We met up at the first rest stop on the Mass Pike near I-495. The drive itself is usually straightforward but this time Tony's GPS decided to take us on a bit of a circuitous route. I have been through Ithaca once before, to visit Cornell University, but back then I was not towing a trailer and the quaint little streets held a certain amount of charm. Not to mention, we had to climb some

***The first order of business for me, once I got my car off the trailer, was to change my tires. This is something that I'm becoming quite good at.***

serious hills before we even got to Ithaca.

This just goes to show that you should not blindly trust your GPS. Next time I will make sure I am paying attention; that way we can avoid any unnecessary sight seeing tours. We did eventually make it to the track and dropped our cars off. Bruce Hauben and Steve Artick had saved me a spot in the paddock. What they didn't tell me, and I would later learn, was that a giant puddle materialized in this spot whenever there was some heavy rain.

The first order of business for me, once I got my car off the trailer, was to change my tires. This is something that I am becoming quite good at. Of course I had an audience while I was doing this; there were Bruce, Joyce Brinton, Steve, Jim Colligan, and the "Good" Bob Cohen. Bob made the comment that with me being President, I should have someone else changing my tires for me. Now that would be a nice perk, my own pit crew. With my wheels changed, I was now ready for a shower and dinner. Jerry and I were both

staying at the Seneca Lodge and we were invited to dine with the whole crew at the lodge. Dinner was good, followed by some drinks in the famed bar where two dollar bills and dollar coins are handed out for change. The evening turned out to be dry and sunny, and we all were hopeful that the next two days would be good driving days.

Unfortunately, that was not meant to be. The next day we awoke to light rain. By the time we got to the track the skies were much darker and the clouds were moving in. It was a given that for those who chose to drive, that we would be driving in the rain. So what's the big deal about driving in the rain? First, you need to keep both windows open so there is the potential that you and your car are going to get soaked. Then there is the issue with the dry line. You see when the track is wet you want to avoid the dry line because it can become quite slippery.

I witnessed this first-hand during my first run. I was behind a 964 C4, an all-wheel drive vehicle, which ended up spinning in turn 10 directly in front of me. Luckily I saw the impending doom and was able to slow down but I did have another car following me quite closely, basically right up my butt, and we ended up passing the spun C4 on opposite sides. That really got my heart rate up and my attention focused.

For the second run it was decided that all White-group drivers would have an instructor go out with them. I was lucky enough to have Steve Artick ride along with me. The run went well and Steve commented that I was showing my maturity by not driving like a bat out of hell. He also noticed how I stayed away from hitting the apexes, consistently mind you, and I commented that I was doing this on purpose. This was my idea of the wet line. After we got back in it seemed like the weather was going to clear, but that didn't last too long.

The skies opened up and the rain came down in buckets. This was when I realized that I had a puddle the size of a mini lake forming behind my car. There was a drain close by but it could not handle the amount of water coming out of the sky, and so the puddle grew. Bruce then had the brilliant idea of having some peanut shell races. He took two shells and placed them in the puddle and we all sat in the garage in our chairs and watched the race unfold. This was a

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# Four Speeds & Drum Brakes

Tom Tate



This summer is speeding by with more car activities that even I can get to, and I can get to a lot this time of year. On top of all that, I'm even learning some new things. Who would've thought, right?

When that '72 911 showed up in my garage last winter I was mystified by the paint finish on it. I know that it was painted about eight years ago and kept indoors all these years but it was smoother than any finish that I'd ever seen. In the boxes of stuff that came with it was a car cover, actually a dust cover. It was made out of a very thin polyester material, the kind of cloth our wives used to use for nightgowns when we were all much younger. They always looked great lying on the floor, remember?

The paint on that car was so smooth that when it came time to put the cover on it I could have made a Three Stooges movie out of the task. It was like throwing water on the roof when I tossed the cover on it. Before I could see which was the front and which was the back it would've slid off

***Waxing a car at night under fluorescent lights is not the best way to work, but once I get started it's tough to stop.***

the roof onto the floor on the other side. Try putting a car cover on when you can't let go of the cover itself — tougher than it sounds. Maybe I'm just getting older you ask? I don't think so.

In describing the finish to a few people I was told that it sounded like the previous owner had used the paint cleaning clay on the finish. I had heard about the process a few years ago but it sounded like STP from Andy Granatelli from years ago.

I have to admit that I was one of the last car guys on my block to use Rain-X, and that was only after my son put it on one of my cars so that I could see for myself. I guess that I'm a slow learner.

In my own defense, I am still up for learning new things. A few years ago I took a ten-week welding course at a local vocational school. It was a great experience; we met twice a week for 12 weeks. We learned how to use MIG, TIG and of course, stick welding but what I really learned was that I was never going to be a welder. It was like learn-

ing to play the piano. I could play *Happy Birthday* but I was never going to make it to Carnegie Hall.

Hoping to learn a new trick, this old dog called the folks at Griot's Garage and ordered the "Paint Cleaning Kit." I know that their stuff is overpriced but I love the catalogs and besides I'm still using that yellow wash bucket that my ex-wife gave me twenty years ago. It lasted longer than she did.

In a couple of days the kit was at the door and I couldn't wait to use it. I didn't even bother to read the directions. That never seemed to be a problem in the past. From reading the description in the catalog I had enough information to be dangerous. It was an easy task that was a snap to complete. It reminded me of wiping off the kitchen counter with a sponge after the dinner dishes are done and I've had a lot of experience with that.

There is a spray bottle with something called Speed Shine in it that goes on the paint first and then you just wipe the clay across it. With the first swipe there is a little drag but not much. The second time across the same spot it feels like pushing an ice cube across a warm griddle. Absolutely no resistance what so ever.

After a couple of swipes there is very little of the Speed Shine left on the paint. I don't know where it goes but what

remained gets wiped off with a dry cloth. Then a coat of wax and it's done. I did the front hood on the Audi as a test and it went so fast that I tried the Speedster next.

That's a pretty small car and it only took about fifteen minutes to wipe off the whole car. The coat of wax took another half hour and it was done. What was really amazing was the ease with which the wax came off. Usually I have to wait until the next day when I can put Blackie out in the sunlight and find all the bits of wax that I missed. This time when I did that there were no smudges to be found anywhere.

Waxing a car at night under fluorescent lights is not the best way to work, but once I get started it's tough to stop. The buffer is already out of the box, its cord is plugged in and the clay and wax are on the workbench. It would take me longer to clean up than it would to do another car. Of course these are small cars and even I don't get bored. Maybe if I had to do an SUV I would tire of

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# Around The Cones

Steve Ross



Well after what had to be the wettest June on record we have finally moved into a real summer and, as usual, the PCA/NER outdoor season has taken off in full swing. This coming month we have the pylon punters doing their thing at Devens on the second, after a monstrously successful second event in June where a 76 strong showing, great weather and a flaw free timing system allowed seven runs on a great Ron Mann-designed course to be completed by 4pm. Thanks to all those who made it such a successful day and our sponsor Fireflys of Framingham, Marlboro and Quincy.

The last weekend of the month presents drivers two options; our first ever weekend (actually three days) DE at the famous Watkins Glen Circuit in upstate New York and the Zone 1 autocross at Devens. Through some lucky happenstance a long time user of that weekend at the Glen dropped their dates, we as well as other clubs were offered the date, and with the quick work of our chairman, Bruce Hauben, and quick action

***As is the case every year, the Board of Directors has appointed a Nomination Chair to search for new candidates for officers for the coming year.***

approving the move by the Board of Director via email we beat the other potential users and received the date, which by the way continues in years to come. Needless to say we have dropped the midweek September date that we have had for a number of years.

Also this month we are returning to the Myopia Hunt and Polo club in Hamilton Mass. on the 16<sup>th</sup>, check out the promotion in this issue of the *NOR'EASTER* and remember we are encouraging entrants to bring an ornate picnic spread to the festivities. As an addendum the day before the 15<sup>th</sup>, the annual Sand Sculpture competition will be held at Crane's beach in Ipswich, I have attended this event in the past and it is an incredible sight to see the creativeness of the contestants.

Recently I visited the Elms mansion in Newport RI, sight of this year's third event in our 50<sup>th</sup> anniversary celebration, along with John Bergen, Kim Saal, Dave Melchar and Tom Heffernon to check out the sight in a bit warmer climate than the last visit in January. To our delight there is ample parking for not only a large, 100 plus, actual judged entrants but acres of extra room for spectators, with their Porsches, to also park on the grassy area. The photo opportunities look fabulous and with some luck and a dry day, it will be a great event. Plans are being formulated for

an after event social in the vicinity and the Newport Wine and Food festival is being held a few doors down for those who wish to visit that venue.

As is the case every year, the Board of Directors has appointed a Nomination Chair to search for new candidates for officers the upcoming year, this year

Bob Cohen, our past Treasurer has been volunteered to take the position and is soliciting bids for the open positions. Should anyone have an interest in serving the region feel free to contact him at the phone or an email address listed for his wife Karen on the last page of the *NOR'EASTER*.

## 2010 NER Nominating Committee Report

Robert Cohen, Nominating Committee Chair, has begun the process of developing a list of proposed candidates for the region's 2010 Board of Directors. He'll have a couple of assistants helping him - to be named by the next issue. The positions for which candidates are being considered are: President, Activities Vice-President, Administrative Vice-President, Membership Chair, Treasurer, and Secretary.

Should any region members wish to put their name in consideration for any of these positions in 2010 they should contact Robert Cohen at [RobertNCohen@spamarrest.com](mailto:RobertNCohen@spamarrest.com), or by phone at 978-779-2226

# Minutes Of The Board

Jill Maserian- July 15, 2009 Board Meeting



Present at the meeting were John Bergen, Bruce Hauben, Dave Weber, Richard Anderson, Karen Cohen, Bob Canter, Matthew Wallis, Michelle Wang, Bob Cohen, Chris Ryan, Lily Ryan, Susana Weber. Absent was Jill Maserian. After a great dinner held on the Ryan's screened in porch, our meeting was called to order at 7:32 PM

Steve Ross kicked off our meeting with an update on activities. The autocross on Sunday July 12<sup>th</sup> was successful with seventy six cars running. Steve was pleased to report that all timing and scoring equipment was working beautifully. Deven is asking for 2010 dates NER and NCR will ask for an extra date to hold a teen driving school event as a way of giving back to the town of Ayer. Matthew suggested that we possibly coordinate our plans for a teen driving school with StreetSurvival.org. Steve went on to report that he has six entries in hand for the Newport concours. President John Bergen and Steve are going to make a Newport site visit to finalize logistics and operations. Steve has secured a small sponsorship from German Motors Inc., of Providence RI in addition to the major sponsorship from Inskip Porsche of Warwick, RI. The 50<sup>th</sup> concours team continues to seek additional sponsorship to offset costs for this concours event. Artwork needs to be provided to Dave for publication in the concours promo. Steve brought up the issue that we have decided to strictly enforce the requirement that all pre-1996 Porsche's have roll bars. Steve has confirmed with PCA national that this is a requirement so NER will enforce the rule.

Bruce was next with his report on driver education activities. The Le Circuit Mont Tremblant (LCMT) event had roughly 110 participating drivers. The geographic area that we drew drivers from was very wide for both our LCMT and Calabogie Motorsports Park (CMP) events. CMP had 65 drivers also with a very wide geographic spread from Detroit to Nova Scotia. Bruce also reported the new Watkins Glen event will be a weekend date August 27<sup>th</sup> and 28<sup>th</sup>. To make the Watkins Glen more attractive, we have lowered the student pricing, added a free lunch with hot and cold food and a secured car drop the evening before the event. This event will be a permanent event for this date for future years. For 2010 we are looking into the following week from the week we had this year at LCMT, which will coincide, we hope with the blues festival and will be further away from the July 4th holiday. As part of the planning process for the

CMP for 2010, Bruce held a non-scientific pole of the participants to gauge the interested for future years. Bruce also discussed with the CMP managing partner Bruce Gregory the potential of NER returning in 2010. CMP is very interested having us back next year and wants to know what they can do to make the trip worth our while.

Our treasurer had a discussion with Bruce concerning the cost differences between this year and fiscal year 2008. DE track committee succession issues are being worked on. The track committee has approached Ray Barr and John Bergen about the potential of them joining for 2010. Bruce has asked for the control persons track fees to be picked up by the club on a run by run basis. He made the argument that during most events, the control person has very little chance to drive and they should not be monetarily penalized. A motion was made and approved by the board to defer the DE entrance fee on a run by run basis for the control person.

Chris Ryan was next and he provided the administrative report. The event at Mikes Autobody went well with 25 people in attendance. The dent doctor was in attendance and was very well received. The next event is the Polo Myopia Hunt club. September we have the 50<sup>th</sup> anniversary concours scheduled. For and October activity, Precision Auto Restoration was discussed. Other potential suggestions were made for monthly activities. An auction is scheduled for November at the Museum of Transportation.

Next up the treasurer's report given by the treasurer's assistant Bob Cohen. The report was

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## Happy PCA Anniversary

### Forty Years

Richard Plotkin

### Five Years

James Falcon

Steve Karol

### Fifteen Years

Michael Kessel

Gerald Tulis

Wayne Watt

Frederick Leaf

William Putnam

John Patys

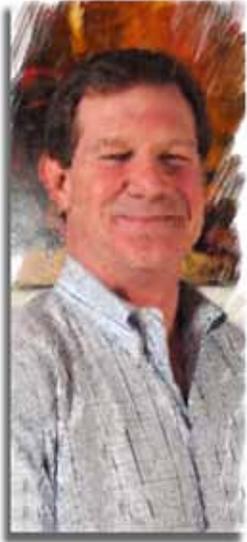
### Ten Years

Gavin Bishop

David Corrsin

# Double Clutching

Bob Canter



After a two-month hiatus, as Jack Nicholson said in the movie *The Shining*, "I'm back." This leads me to think that if I am going to start stealing lines from movies, I should have written in my last article, prior to taking the two-month hiatus, that, "I'll be back." The thing I would be curious to know is how many of you actually noticed I was gone. Now it might be easy to assume that you didn't notice the change in authorship because even though the page noted that Chris Ryan was filling in for me, my picture was still the one you saw. Of course, for any of you who have actually seen a picture of Chris, it would make perfect sense to you that the editor of the NOR'EASTER would choose to continue to run my picture. That notwithstanding, what I suspect is that a majority of you were under the impression that somehow I had found a way to become interesting, erudite and informative over the past two months, in a way that I had not been for the previous year and a half of writing this column. I can clearly sense the disappointment in NOR'EASTER land as you

***Well here I am, it's the third week of July and the autocross schedule has reached approximately the midpoint of the season.***

read these words and realize that I am, in fact, back. So you know, I too found myself very much enjoying reading Chris's articles, though I probably glanced over at the photograph accompanying the article a bit more than the rest of you. So I just want to say here, "Thanks Chris, great job and thanks for the break."

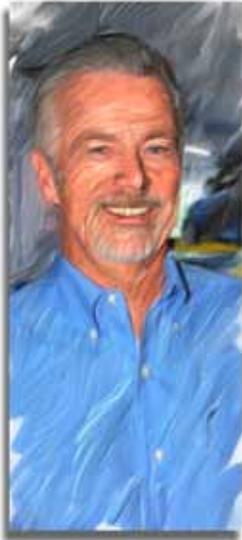
Well here I am, it's the third week in July and the autocross schedule has reached approximately the midpoint of the season. It has been a very interesting year so far. The particular class in which I run has had some notable additions by way of drivers from last year. Tom Tate, through circumstances related in one of his previous articles here in this newsletter, has come into possession of 1972 911T. Tom was my first instructor when I began to autocross back in 2004, and one of the better drivers you'll come across in any class. The other is Tom Frisardi, who has reappeared since last autocrossing in 2004. Tom Frisardi is the person who, when I first started competing, was always at the top of the standings in my bracket.

When I remember looking at his times in relation to mine it made me eventually understand that rarely is it the car that keeps you from going faster or getting better times but rather it is the driver behind the wheel. You can spend whatever you want on improvements to your car to go faster but until you harness your own potential you really don't know what you are capable of. Having these two individuals competing in my bracket is an unbelievable plus. It may be a while before I finish first again, or even second or third, — considering I also have Chris Ryan and Brian Lay to compete against — but I actually look forward to having to learn to drive better. Just like golf, where playing with people at or below your level will cause you to stagnate, play with people whose skill level is more advanced than your own and you will get better in time. The truth is, though, it still sucks finishing fourth or fifth. Having reread all that I just wrote, I think I can skip having to go to a Tony Robbins lecture about self-improvement.

Well since it has been two months since I last wrote an article, I can tell you that at the beginning of June my 19-year-old daughter Stephanie and I went to Spain for a little over two weeks to visit my girlfriend Guille, take the opportunity to travel around Sevilla, Granada and Cordoba, and then to drive to Lisbon in Portugal. On the drive from Sevilla to Lisbon we ventured to follow as many back roads as we could, and it seemed that just about every city or town we passed through each had its own castle left over from approximately 500/600/700 years ago. Funny how here in the states, if we see a wooden house with the historical preservation plaque on it that says it was built in either the late 1600s or 1700s, we think of that being something impressive, yet here I was looking at castles where I couldn't fathom how they got built in the first place. Most of them were built on top of either hills or mountains and my question always seemed to be: how did they ever get the materials up there in the first place? If you ever have the opportunity to travel to Portugal make sure you visit a town called Sintra. Approximately 30 minutes outside of Lisbon, it is one of the most beautiful places you can see. With Pena Palace, the Castelo dos Mouros (another castle), and the Palacio Nacional de Sintra, you will be enchanted from

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# One Track Mind



Dick Anderson

Oh Can-a-da! We've recently returned from back to back, three-day DE events at Mont-Tremblant followed by Calabogie. Mont-Tremblant, as always, is a treat, and we've made it a 'must do' for the last five years. Not only is the track a good one, the village provides a variety of gastronomical delights. We had three wonderful dinners with a variety of our Porsche pals. Combine it with the mountain and its summertime luge and the lake and its array of beautiful boats and Mont Tremblant makes for a genuine vacation escape. This year our stay was brightened by a visit from ex-track chair Laurie Jitts who winged his way up to Boston from San Antonio to attend this event with pal Pete Donohoe (or is it *Dohoho?* Ask Pete.). It was great to see them both and we've made plans to see Laurie, and perhaps Pete, at our new WGI three-day event at the end of August (kudos to Bruce Hauben for pulling this one off, since this date becomes ours for as far into the future as we desire).

Never was the spirit of the Porsche club more

***Then came Michael Norek to the rescue. although driving his BMW at this event, he had a replacement set of GT3 brake pads in his trailer.***

in evidence than at this event. Regular readers of this column (if there are any) will recall that daughter Sarah and I planned to share the GT3 in these Canadian events. We did, and it worked out well, except that I naively never anticipated burning through a set of Pagid yellows so quickly, and stupidly had no replacement pads. Granted, I had a previous NHMS event worth of wear on them, but by mid-afternoon of day three, they were cooked and I had no replacements. Then came Michael Norek to the rescue. Although driving his BMW at this event, he had a replacement set of GT3 pads in his trailer and graciously offered them to me. Mike and I had met previously, even had dinner together in a large group a couple of years ago, but had never really gotten to know one another (I immediately sent him replacements when I returned home). Chris Outzen pitched in and actually had the pad changing process well in hand as I returned from thanking Mike at his trailer. Ken Conway offered additional pads, calipers or rotors if I needed them and a couple of

other folks stopped by to ask if I needed anything else. Although I've previously seen this behavior in action it never ceases to impress me and it just solidifies the PCA slogan, "It's not the cars, it's the people."

New brake pads installed, it was on to Calabogie. Sarah and I were in the F150 towing the GT3 and Ann followed in the Turbo. My trusty Garmin NUVI was issuing directions when suddenly the road simply disappeared from its display and the auto icon seemed to be zigging and zagging aimlessly. NUVI's voice went silent and we continued along a two-lane country road for about 30 minutes before she suddenly awoke to tell us we'd be boarding a ferry in about three quarters of a mile! A ferry! No one said anything about a ferry! Where the hell were we going, to Lake Champlain?! We pulled over to consult with the Rational One in the Turbo. After consulting a map (remember maps?) we managed to identify a river ahead and decided to proceed. We boarded the ferry, which carried about a dozen vehicles across a river approximately 200 yards wide. We speculated on why they didn't simply build a small bridge but never really came to consensus. The balance of the ride was uneventful and we reached Calabogie Motorsports Park mid-afternoon. We met many of the folks we'd seen in Mont-Tremblant and

a couple of pals from metro NY, Kevin Healy and Phil Gillette, as we unloaded the GT3 and put the track tires on the Turbo. When finished we piled into the F150 and headed to Jocko's Beach Resort; that's right, Jocko's.

While not exactly a resort, Jocko's did exceed our expectations. A large, clean and simple room with an efficiency kitchen and a rudimentary front porch (sort of), it afforded us a beautiful lake view and a ten-minute drive to the track. We had the good fortune to have Bruce Hauben and Joyce Brinton as neighbors so at the end of each track day we enjoyed an impromptu happy hour on the porch. The track has provided Jocko's with some additional clientele to compliment what were previously almost exclusively hunters and fishermen.

This was the Andersons' first outing at Calabogie Motorsports Park and it was quite an experience. Only three or four years old and designed by Alan Wilson of Wilson Motorsports, designer of twenty one other tracks who says about Calabogie, "*The*

*continued on page 36*

# Upshifting

Bruce Hauben



Well loyal readers, since this is a “newsletter” I finally have some noteworthy news to write about. As the news has been plastered everywhere possible — unless you’ve been deployed on a nuclear sub for the past few weeks or in residence at the Betty Ford Center (with all due respect to those truly in need) — I trust you’ve heard.

For the first time in our history, NER has a three-day weekend DE at the famous Watkins Glen International (WGI) road course, Friday – Sunday, August 28<sup>th</sup>-30<sup>th</sup>. After many years of lobbying, being the first to respond to the announcement of the weekend availability from the track, followed by more lobbying, I got an e-mail from WGI while at LCMT (Mont-Tremblant for you non-track Porschephiles) saying, “Hello Bruce. Well, you campaigned the hardest... the weekend is yours!”

I’ve always had the attitude that ‘if you don’t ask, you don’t get’ and, anyway, what’s the harm in asking? The worst that can happen is you get a ‘no.’ In this age of instant communications it has become much easier to ‘ask’, which is not to dis-

***I’ve always had the attitude that “if you don’t ask, you don’t get” and, anyway, what’s the harm in asking?***

count a more personal touch. The telephone still has impact. In fact, stop and think about it. E-mail and IM and TM have become so impersonal that a simple phone call often has impact.

Anyway, now that we have this great weekend, it’s ours for renewal every year as long as we want it or until a bigger fish comes along. We’re on equal footing with all the car clubs and privateers, but don’t hold your breath should NASCAR, IMSA or GrandAm come along and want to change their date or add another.

So now we need all you track junkies to sign up for this event and help support your club while having a fantastic time at the track. The last weekend in August is a fine time to be in the Finger Lakes region of NY. I’ve arranged with the track to let everyone who wishes into the paddock from 6:00-10:00 pm on Thursday to unload your rigs. As part of our 50<sup>th</sup> Anniversary year, the board is springing for a full buffet lunch for all registered drivers on Friday. The same buffet will be available for a nominal \$10 on Saturday and Sunday in WGI’s new Timing and Scoring building, where

WiFi is free.

Yes, this weekend became available late in the season and many have already made their plans but, for those of you who haven’t, take a couple of days off from work and come join NER at WGI. We’re looking at this for the long haul so if it’s impossible to get there this year, put August 27<sup>th</sup>-29<sup>th</sup>, 2010 on your calendar right now!

Corporate Average Fuel Economy standards, better known as “CAFE,” are established by federal regulations and intended to improve the average fuel economy of cars and light trucks sold in the U.S. Technically, it’s the sales-weighted harmonic mean of a manufacturer’s fleet of current model year vehicles (cars or light trucks) manufactured

for sale in the U.S. —  $\frac{1}{H} \equiv \frac{1}{n} \sum_{i=1}^n \frac{1}{x_i}$ . — basically, the sales-weighted mpg average of all models sold in the U.S. in a given year. So Toyota will average the EPA’s mpg ratings of its Prius, Tundra, Land Cruiser, Lexus GS 350, LX, GX, etc. to meet any given years federally mandated CAFE standard.

President Obama has recently come out with his plan mandating a 2016 CAFE standard of 35.5 mpg. To put that in perspective, the first year of CAFE standards, 1978, the figure was 18 mpg for cars and 15.8 mpg for 4WD trucks. From 1990 to the present 2009 the car CAFE has remained stagnant at 27.5 mpg and combined car and truck CAFE in 2009 is 23.1.

That started the old gray matter working, a little slower than it used to but working nevertheless, and wondering what’s going to happen to Porsche, Rover (as in Land Rover), Ferrari and other marques without ultra high-mileage vehicles to average out their low mpg vehicles? Sure, diesels are one approach but, for Porsche, a diesel Cayenne is not going to get the 50 mpg necessary to average out the sports cars, and six years is way too short a time period to develop entirely new vehicles with very high MPG averages. Will these marques stop selling in the U.S. market?

Of course the 35.5 mpg figure is not yet a done deal but ya gotta believe that whatever it is, the figure will be substantially higher than it is now. That leads us to the table-reversing situation where Porsche first tried to take over *many* times larger VW, and now VW seems to be gaining momentum in its acquisition of Porsche. Seems the huge debt that Porsche AG took on to acquire VW bit them where it hurts when the world’s econ-

*continued on page 36*

## Calendar At A Glance

### August

2 NER Autox #3 @ Fort Devens  
16 Polo & Porsches  
28-30 NER Driver Ed  
@ Watkins Glen  
29-30 Zone 1 Autox  
@Fort Devens

### September

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  
TBD Tour of Precision Auto  
Restoration

### December

5 Annual Dinner

## Polo & Porsches Sunday August 16th @ The Myopia Hunt Club

On Sunday, August 16<sup>th</sup>, NER invites you return with us to Myopia Hunt Club in Hamilton, MA for an afternoon of Polo and tailgating. We'll have field-side parking assigned to the Porsche Club members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members.

You can bring a simple picnic or go all out and bring the fancy crystal and china and set up an exotic culinary spread to share with friends. Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukker, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field.

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

In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by e-mail or by regular mail using the form below; please send your registration requests in by August 10<sup>th</sup>.

### Directions:

**From the North:** Take I- 95 South to Rt. 133 East; Take Rt. 133 East to Rt. 1A South (Rt. 133 and Rt. 1A join); Follow Rt. 1A South through Ipswich and on to Hamilton. Look for the Polo Grounds on the left, approximately 2.5 miles after the Hamilton town line.

**From the South:** Take Rt. 128 North to Exit 20A (Rt. 1A North), Follow Rt. 1A North for 3.8 miles through North Beverly, Wenham, and into Hamilton. Look for the Polo Grounds on your right.



### Registration Request: Polo & Porsches - Sunday August 16th

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

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

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

**Please pre-register for this event by August 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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2009 NER DRIVERS EDUCATION EVENT

# WATKINS GLEN INTERNATIONAL SPEEDWAY

August 28, 29, 30 2009

with a DE Enduro



*New!!*

Generously Sponsored by  
European Performance Engineering, Inc.

## EPE

EUROPEAN PERFORMANCE  
ENGINEERING

This is a NEW EVENT and a WEEKEND at Watkins Glen International!! The September 2-3 event has been cancelled. Event will include a FREE lunch and "night before event car/trailer" drop off at the track.

Many thanks to our long time sponsor of this event, European Performance Engineering in Natick, MA. A quick call to EPE at 508-651-1316 and you can arrange for your no charge pre-event tech inspection.

Many drivers name The Glen as their favorite track. From it's ragged infancy in 1948 through many incarnations over the years, The Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races. With that in mind NER, continues our involvement with a two day DE in the heart of the Finger Lakes/wine country region. Nearby are a great vintage aircraft museum, the Corning Museum of Glass and Rockwell Art Museum, all in Elmira.

The 3.4 mi. road circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittapaldi, Gordon, Dailey, Lally, Brensinger and Bell. Don't miss you opportunity to join this list and drive "New York's Thunder Road".

We'll hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red group drivers, emulated by some, dulated by none. Both participants and spectators seem to enjoy this part of the event.

As long time drivers will tell you, The Glen, sitting high above Lake Seneca often generates its own weather patterns and very late August has to be a prime time to enjoy the area and track. We've escaped what can be oppressive heat and are long before the terrible cold of fall; definitely a great time to visit and enjoy The Glen and surrounding area.

Garages will be available on a first registered first served basis for \$50. Sign up now.

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

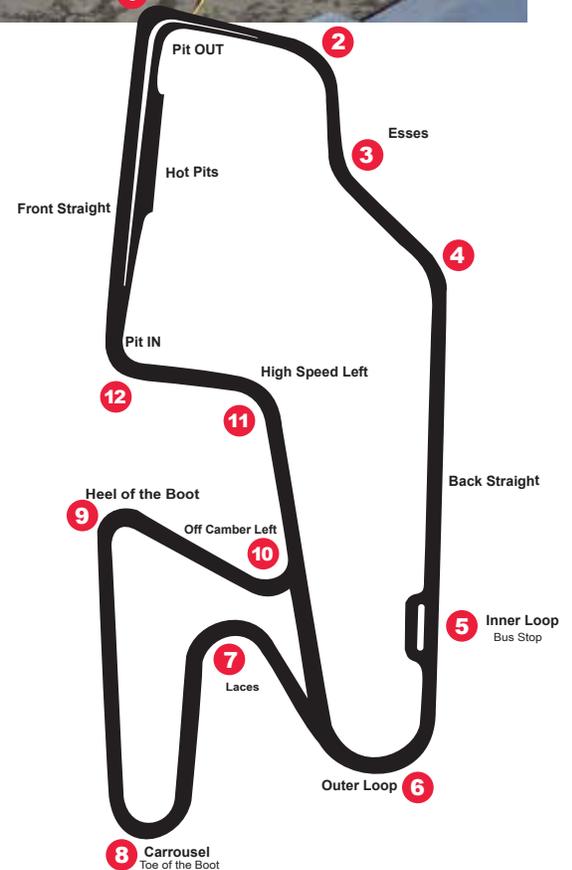
Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com). Pricing for the event is as follows:

<b>Students</b>	\$515
<b>Signed off Drivers</b>	\$465
<b>Instructors</b>	\$240
<b>Instructors registering late</b>	\$315

Directions to the track and further details will be included in Track Rats messages and at [www.porschenet.com](http://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](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

**Event questions?** Contact Bruce Hauben, Track Chair, [TCChair@PorscheNet.com](mailto:TCChair@PorscheNet.com); or 978-952-8517 before 8 PM.



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Contact Michael 978-535-0636

parts@autobahnperformance.com

### Service

Contact Mike 978-531-0808

info@autobahnperformance.com

# 24th Annual Zone One Autocross



*Aug.29-30, 2009 Moore Airfield Ft. Devens Ayer MA*

## The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

## Cost

\$60/person early bird-registration until 8/15/09  
 \$85/person after 8/15/09 or at event  
 Amounts are for one or two days;  
 Maximum 2 drivers per car per class;  
 Dates refer to postmark.

## Host Hotel

**Springhill Suites by Marriot**  
<http://devenscommoncenter.com>  
 31 Andrews Parkway Devens MA  
 Phone: 978 772 3030  
 Rate: \$129/night + tax  
 Refer to Code: "AXPC" for group rate  
**You must book by 7/28/09 for group rate**

## Event Contacts

**Zone 1 Autocross Chair:** Don Coburn  
 (516) 804-2562 [autoxerpca@aol.com](mailto:autoxerpca@aol.com)  
**Zone 1 Registrar:** Lin Hurd  
 (607)-564-7517 before 9pm EST  
[linhurd@hughes.net](mailto:linhurd@hughes.net)

## 2009 Zone 1 Autocross Registration Form Registration Opens June 1st

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

Entrant: _____ (Car # _____ )	Model/year: _____
Co-entrant: _____ (Car # _____ )	PCR class: _____
Address: _____	Sat. Dinner: \$45/person x _____ persons = \$ _____
City/State/Zip _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
Phone (eve): _____	<b>Total Amount Enclosed: \$ _____</b>
E-mail: <b>LEGIBLE PLEASE!</b> _____	
PCA Region: _____	<b>Checks payable to: Zone 1 PCA (US Funds Only)</b>

**Mail to: Lin Hurd 151 Vankirk Rd. Newfield, NY 14867**



2009 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



Co-Hosted with  
North Country Region

**Thursday, September 10th, 2009**

**Registration Opened March 1, 2009 at [www.clubregistration.net](http://www.clubregistration.net)**

NER in cooperation with NCR will be holding a mid-week 1 day event. This gives us all a great opportunity to do what we love to do without the time commitment (or the time away from the family) that extended, weekend events tend to demand. Instructors who register early are free of charge so we hope to see you all there.

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

As usual, this event is open to current PCA, BMW and other recognized car club members.

**Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com). Pricing for the event is as follows:**

Green and Yellow Group Students	\$170
Signed off Student	\$145
Instructors (who register before Aug 20th)	No charge
Instructors (who register Aug 20th onward)	\$75

Garages will be available on first come first serve basis for \$25. Sign up now to ensure a spot and a garage.

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who may have missed earlier NHMS events.

Directions to the track and further details will be included in Track Rats messages and at [www.porschenet.com](http://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](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

**Event questions?** Contact Bruce Hauben, Track Chair, [TCChair@PorscheNet.com](mailto:TCChair@PorscheNet.com); or 978-952-8517 before 8 PM.





## 2009 Driver Education Schedule

Event Date(s)	Days	Track	Host	Registration		Pricing		Student
				Opens		Inst	Solo	
Aug 7	Fri	NHMS	NCR	Mar 1	Free	\$145	\$170	
Aug 28-30	F/Sa/Su	Watkins Glen	NER	Mar 1	\$240	\$465	\$515	
Sept 10	Thu	NHMS	NER	Mar 1	Free	\$145	\$170	
Sept 21	M	Lime Rock	NCR	Mar 1	\$50	\$195	\$195	
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](http://www.nhms.com) with 10 total days there; and a 3 day weekend at Calabogie Motorsports Park (CMP) – [www.calabogiemotorsports.com](http://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 18<sup>th</sup> 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 18<sup>th</sup> 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](http://www.clubregistration.net). Once registered with [clubregistration.net](http://www.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](http://www.ncr-pca.org) and their registration site [www.motorsportreg.com](http://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](http://www.clubregistration.net)) and another for NCR events ([www.motorsportreg.com](http://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 18-20<sup>th</sup> event at New Hampshire you must go to NCR's (the host's) registration web site ([www.motorsportreg.com](http://www.motorsportreg.com)) to register. For the July 6-8 Mont Tremblant event you must go to NER's registration website ([www.clubregistration.net](http://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 1<sup>st</sup>, 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](http://www.porschenet.com) and NCR [www.ncr-pca.org](http://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](mailto: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](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 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 2-½ lb (minimum) class BC or ABC fire

*continued on page 20*

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 you first time Novice drivers attending the May 18<sup>th</sup> 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 (1<sup>st</sup> 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

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

## Watkins Glen DE Update For Aug 28th -30th - There Really Is A Free Lunch

**A**s part of NER's 50<sup>th</sup> Anniversary celebration, lunch will be FREE for all registered drivers on August 28, 2009 at The Glen's new Media Center.

All guests – non-registered drivers – shall pay a nominal \$10 at the door. Everyone – drivers included – will be on their own for the \$10 on Sept. 3, 2009.

The dining area is located on the second floor of the Media Center and provides a perfect setting for a relaxing lunch with the following amenities available only during lunch: *High speed wireless internet, Flat Screen TV's with cable news/weather, - Climate Controlled Comfort.*

**Menu: Soup of the Day • Assorted Breads/Rolls • Assorted Sahlen's Meats • Assorted Yancey's Fancy Cheeses • Lettuce/Tomato/Pickles • Cold Salad • Potato Chips • Coffee, Iced Tea, Water • Soda**

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 <p><a href="http://www.ranrace.com">www.ranrace.com</a> 68 Cushing Street • Stoughton, MA 02072</p>	<p><b>Kevin Saltzman</b> Tel: 781.344.1029 Fax: 781.341.4635 <a href="mailto:kevin@ranrace.com">kevin@ranrace.com</a></p>

## A Visit To Precision Auto Restoration October, 2009

This October, NER will be visiting Precision Automotive Restoration in Newburyport, MA. Precision is a vintage restoration shop that specializes in European cars from the 1950's to the 1970's, including Porsche, Mercedes-Benz, and Ferraris, to name a few. They have prepared winning cars for a variety of well-known Concours events such as Amelia Island, Cavallino, and Pebble Beach. Precision also services some pretty interesting cars, and routinely sees cars like the Ferrari 250 GT SWB California Spyder, 1973 Porsche RS, and even a Porsche 917 in their shop. On their website, Precision claims, "the 917 is one of the most iconic sports racing cars of all time, largely for its high speeds and high power outputs, and was made into a movie star by Steve McQueen in his 1971 movie, LeMans ... This is possibly one of the coolest cars to come through our shop". Precision AR also offers full vintage racing support, including transportation and track support. Many of the cars either serviced, repaired, or supported by precision should be available for viewing during our visit.

**At press time, the date in October for this event has not been confirmed.** Watch for an update on the date and time and sign up information in the August issue of the *NOR'EASTER*, or contact Chris Ryan at ryan@charter.net.

In the meantime, directions to Precision Automotive Restoration are provided below:

### Directions:

**From the South:** 95 N to Exit 56 (Scotland Rd), Turn right (east) off exit ramp (Graf Rd), left at first traffic light, 4 Mullikan Way is the first driveway on the right hand side

**From the North:** 95 S to Exit 56 (Scotland Rd), Turn left (east) off exit ramp (Graf Rd), Left at first traffic light, 4 Mullikan Way is the first driveway on the right hand side

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# *Porsche Fest 2009*

*On the Lawn of The Elms in Newport, Rhode Island  
Saturday, September 26th, 2009*



# Concours d' Elegance

Saturday, September 26th, 2009



If you only go to one 50th Anniversary region event this year... make it this one! Join your fellow PCA members and friends on the spectacular lawn of The Elms - Newport, RI for a day of celebration of all things Porsche. From the early morning placement of the cars on the lawn, and the excitement of the judging... to the casual picnic atmosphere of a family day in the 10 acre park of one of America's most beautiful homes... the experience will be one you will not forget.

PCA member Porsches from Northeast Region, as well as other PCA regions in Zone 1 and beyond are welcome to show and be judged in one of four different categories. Adjacent Porsche parking will be available for those who wish to park and show off their cars informally.

Be sure to bring your camera and capture the day... and a great photo of your car on the recently restored grounds of The Elms... which features terraces with marble and bronze sculptures, large specimen trees, marble pavillions, fountains and a sunken garden. Bring your own picnic lunch or purchase lunch at the carriage house, set in the gardens. If you've never been to a Concours, come and join us - this is the perfect time and place to view one. Experienced Concours hands know this will be a very special setting to exhibit and compete with our beloved cars.

As an added bonus, the Newport Wine and Food Festival will take place on the same weekend... so, plan to stay over and enjoy the Festival!



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

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

## Schedule for the day:

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

## Classes - Something for everyone!

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

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

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

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

## Something for the kids, too.



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



### Concours Registration Form

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

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

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

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

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

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

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

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

#### Select an entry option & check the box:

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

Please send your check for **\$30** (\$50 day of event) per car entered (payable to NER/PCA) along with this form to:

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

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

# Goodwood Festival Of Speed 2009

Copy & Photos By Dave Weber

Noise, noise, wonderful mechanical noise is just one of many highlights that make up the Goodwood Festival of Speed held each year in late June on the grounds of the Goodwood Estate, located about 40 miles south of London. We made our second trip to the Festival this year and found the event much larger in scale and the quality of experience almost beyond description.

What is the Goodwood Festival of Speed you might ask? Well for starters it's the largest gathering of historic and contemporary racing automobiles in the world. This year approximately 250 racing machines and classic automobiles were entered. Among those cars entered were five (Audi) Auto Unions from the late 1930s, formidable racing machines designed by Dr. Porsche; a gathering you'll probably never see again. The list of entries included this year's LeMans-winning Peugeot, several LeMans-prepared and winning Audis, including this year's R15 TDI. The F1 teams of Ferrari, McLaren, Toyota, Red Bull, and



Williams F1 was celebrating their 40th anniversary



This year's Audi R15 TDI finished 2nd at LeMans



Sculpture constructed to commemorate the 100 year anniversary of Audi



I want one - the fabulous Audi RS6 in brilliant red

Brawn brought last year's cars and this year's (the latter by F1 rules could not be driven in the event). The Williams F1 team brought several vintage F1 cars including one driven by Damon Hill in his championship season. It was the 40<sup>th</sup> anniversary of the Porsche 917, and there were 12 examples of that fabulous car on display and driven on the course, including the famous Mark Donohue driven 917/30. Porsche also brought the first LeMans-winning 917, a GT1 LeMans racer, one of the beautiful 936s and the LeMans winning 2009 Peugeot 908 HDI FAP. Walking through the paddocks was a visual feast as everywhere you



Audi brought a seldom seen collection of Auto Union racers



Jensen Button was on hand to drive a vintage Mercedes



Benetton F1 cars head for the start line



Ferrari brought last year's F1 cars



The '03 Bentley Speed 8 - burning up a set of rear slicks!

turned you saw yet another famous racecar or, even better, the driver who drove the car originally.

What happens during the weekend is that most of the entered cars or motorcycles are raced (timed runs) up the

driveway of the Goodwood Estate. The course is uphill (hence it's called a hillclimb, but it's not really all that steep) and is 1.1 miles in length. The fastest time this year was set by Justin Law in a Silk Cut Lemans-entered Jaguar XJR12 at 44.4 seconds. Over the course of the three days each entrant gets six runs up the course, two per day. Cars are run in classes so you can decide when you want to watch the cars on the course (from many different vantage points) or when you'd rather roam the grounds checking out the various displays by automobile manufacturers, or having lunch (with champagne should you desire), or maybe spend some pounds in the many shops set up selling all manner of automotive related merchandise.

You could also hike out to the Audi or Porsche off-road experiences and take a ride in a SUV. Or maybe you'd rather go watch the rally cars race on the forest rally course — yes there's a separate course for off-road racers. You could also wander over

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You can't afford it! The very limited edition Moss McLaren Mercedes



It was also the 40th anniversary of the Porsche 917



Sure to be controversial - the rather large rear of the new Panamera



Fastest up the hill - the Jaguar XJR12

to the Supercars paddock and check out the latest exotic cars — like a Bugatti Veyron (awesome) or, yes, the Porsche Panamera (not all that attractive in person to my eye). We also spent time checking out the Cartier Concours automobiles.

One of the most impressive highlights was the Audi Experience. Audi was the featured marque this year as Audi is celebrating its 100<sup>th</sup> anniversary. For the event they constructed a complex modeled on their new dealership design guidance. The two buildings situated on a raised platform were nearly

the size of a regular dealership showroom with gorgeous finishing details, including a TV studio setup, a merchandise sales area, and indoor and outdoor cafes. On display were a TT RS, a R8 V10, a S5 cabriolet, a R8 V10 cutaway demo, a RS6, several A4 and S4 variants, and several Q5 examples. One particular vehicle drew lots of attention. Audi showed a prototype example of an A1 Audi (about a BMW Mini in size), a design we found particularly interesting and appealing.



Sterling Moss in a Mercedes



Peugeot 908 HDI FAP won LeMans in '09

We spent some time talking with several Audi reps, who graciously invited us to spend the day lounging on the Audi outdoor café overlooking the course. How could we refuse: comfortable accommodations, free beverages and cookies, and a perfect location for picture taking.

Late morning on Friday and again on Sunday, the British Air Force Red Arrows performed overhead. Their air show was spectacular, with nine fighter jets performing acrobatic maneuvers right over the course — awesome visuals and as I mentioned at the start — noise, noise and more wonderful noise. On Saturday we had passes into the sponsor grandstand and café. It was another prime location for watching the on-course action while sipping warm coffee and munching on croissants in the morning, or sandwiches and beer or wine at lunch — no better way to enjoy motorsports!

Sunday we wandered over to the start line grandstand (front row seating, of course) to see all the cars launch. The racket was

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# The Seymour Lisker Memorial Pentathlon Recap

Copy By Michelle Wang, Photos By John Bergen

On an overcast Sunday, 20 fearless souls gathered at the appointed meeting place for driver registration and instructions. Pentathlon masters Drew Ley, Carol Searle and Russ Merriam laid out a fun and action packed route throughout the metro west area. Our little group's first event was the canoe race. On arrival at the dock and after instructions from the Charles River Canoe staff, each canoe went off in one-minute increments and raced against the clock. All competitors stayed upright and all were good sports. After a short drive, we all arrived at the second event venue for mini golf. Everyone grouped up in fours (or twos) and hit the links. There were quite a few holes in one. Off to the third stage: candlepin bowling. Matthew Wallis scored best in show with his neon-colored bowling shoes.

After bowling, we had a bit of a longer drive to the next to last stage. Everyone had to keep track of mileage since there were some complicated time calculations (read: math problems) at the end of each stage. At stop number four, each car was instructed in the finer points of target shooting, given some practice shots and allowed to proceed to the target area. No participant was allowed to get out of the car, so many did park creatively, allowing their sharpshooters to get the best vantage point. Those of us with sunroofs may have had a little bit of an advantage.



Bob Cohen and his partner push for the canoe finish



Organizers Drew Ley, Carole Searle and Russ Merrizm



The Perry's looked a bit anxious shoving off in the canoe race



Don Wolcott & Ted Shaw at the bowling competition



Michelle Wang and young Mr Bergen

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# Mont Tremblant & Calabogie DE Highlights

Copy By Bruce Hauben, Photos By Pierre Goyette & John Bergen

While many of you enjoyed the hospitality of NCR's May NHMS DE event and Novice Day (whose skid pad exercises were run by NER), and some have been to other events over the past several months, the July 6<sup>th</sup>-8<sup>th</sup> DE at Le Circuit Mont-Tremblant (LCMT) was NER's first of the season, and a grand one it was.

For many years we've enjoyed a Monday-to-Wednesday event there, enabling most to arrive on Sunday or earlier. Sunday arrival is a low-key, relaxed time to unload the trailers and catch up with friends not seen since the previous track season, many from Canada. In fact, while our NER contingent was by far the largest, there were groups from New Jersey, Pittsburgh, Virginia, Maine and other less exotic locales.

While there was some intermittent rain on the drive up, arrival in Mont-Tremblant found us in the middle of a warm, sunny day, so unloading the rigs was almost fun... the operational word there is 'almost.' As is also our habit, registrar Mark Keefe set up the registration operation and Chief Scrutineer Chris Outzen and his workers got a tech line going by 5:00 that afternoon. Most of the drivers had registered, signed the waiver and had their cars track-teched, making for a more relaxed Monday morning.

Joyce and I take the opportunity of that relaxed Sunday afternoon to renew our friendly contacts with track manager Vince

L. who's been there for 35 years. As we were traveling with Instructor Development Chief Steve Artick, he joined our 'see if you can top this' reunion.

During the three days at LCMT Steve did a great job of guiding and working with four different instructor candidates. A few of us instructors took turns riding or driving with these candidates during their mentoring, giving Steve our feedback for his master files. For any of you curious about the process, and hopefully some of you interested in becoming an NER DE instructor, full details may be found at <http://www.porschenet.com/JCMS/content/view/24/38/>. While it's not rocket science, there is an art and craft to being a good instructor and our NER mentoring program is one of the oldest and best in PCA.

One of drivers being mentored (it is a program that progresses at a pace dependant upon each individual) has taken the oral test and I'm pleased to welcome Moe Auger to our NER instructing group. Well done, Moe.

Many of us stayed either at The Fairmont or the Lodge de la Montagne, both in the ski village, where I'd worked out great rates for the group. Many others chose various inns, B&Bs, lodges, and hotels. There are many from which to select, and when you've racked up points from business trips, that always comes into play. As many places as there are to stay, there are even more places to eat both in the ski village, the Village of



Onto the main straight at Tremblant - Photo by Pierre Goyette



911's on the track at Tremblant - Photo by Pierre Goyette

Mont-Tremblant and surrounding towns. It's always a coin toss deciding where to eat tonight or tomorrow night.

Our time on the track was fantastic. There was some wet weather, though no one day was entirely washed out, and those with either street tires or wet weather tires for their cars lost no time enjoying the track. In fact, wet weather is a great time to practice 'being smooth' with all your inputs to the car. You don't want to jerk the car around or unbalance it front to rear at any time, though particularly in wet conditions. Increase the pressure in your tires, be smooooothhhhh, slow down, and wet driving can be fun.

Our third day saw the Black and Red driving groups enjoy their individual enduros, something that NER started eight years ago. Essentially a 60-minute DE run group with a mandatory five-minute 'pit stop' and a simulated race start. It's something that many look forward to, and has always been our most incident free run group of any event. One of the cardinal rules is that for *any* spin or four-wheels-off incident the driver is out for



Bruce leads the Tremblant driver's meeting - Photo by John Bergen

the rest of the enduro. No one has ever bent metal during these runs.

Only one car was black-flagged for being too noisy and that was on the third day. It was a Ferrari, so he simply throttled back a little where the dB meter was deployed. Fortunately no one had to leave the event due to dB levels.

Next year's dates are still be worked out, but figure on July 12<sup>th</sup>-14<sup>th</sup> with a back-up of July 5<sup>th</sup>-7<sup>th</sup>; put them in your calendars now.



Conditions were damp some of the time - Photo by Pierre Goyette

The day after our LCMT event many of us had a leisurely Thursday morning with breakfast and then got on the road for a short 3.5-hour tow —or drive — to Calabogie, our next track, for the Friday-to-Sunday DE event. Some even left Wednesday afternoon to get to Calabogie that night, as they had signed up to drive on Thursday in one of Calabogie's 'lapping days' on track, or in one case John Bergen and friends had rented a house in Calabogie and wanted to get a head start on their partying.

Arriving at Calabogie early Thursday afternoon was an eye opener as the infrastructure had been dramatically improved. Touring the main building, there are half a dozen high-end suites for rent by the night — similar to VIR and NJMP — classrooms, a lounge with a balcony overlooking the track, and restrooms complete with showers for those camping. The new control tower is just that, very similar to an airport control tower in its design, and both buildings offer free WiFi, now via satellite, which was often lost during rain and clouds, but we've been told land lines are on the way.

While we were there, a new paddock area almost equal in size to the original (which easily accommodates 50% more cars than we had) was being paved and the area for a second building with a cafeteria was being prepared. Spending time with the managing partner I was impressed with their commitment to make the track and infrastructure something worth driving eight hours to enjoy. Everyone involved with the track were

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Cayman leading the way at Tremblant - Photo by Pierre Goyette

gracious, hospitable and took a personal interest in our having a good event.

I must also mention the flaggers or corner workers who were among the best I've encountered. Watkins Glen has always been my 'gold standard' on the east coast (Road America is in a class by itself) for a well-run track with excellent flaggers. The Calabogie operation from management to tow truck service to flaggers is right up there with WGI, which is high praise from someone hard to please.

Similarly with LCMT, Joyce set up registration on the tailgate of our truck, and Mark Watson from NCR got the tech line going on Thursday afternoon. Most of the drivers got those things out of the way, making Friday morning a piece of cake. Very unfortunately, Dave and Kristin Karl's track-prepared 993 developed transmission difficulties on Thursday afternoon, so they headed home that afternoon to get the problem fixed.

Friday morning dawned with a clear blue sky presaging a great day on the track for everyone from Nova Scotia to London to Pittsburgh to Virginia. Suffice it to say that it was. Following a track required dB check in the paddock — all cars must meet a static requirement of 104 dB at 15' of (everyone easily passed — they ask you to rev your engine to 2/3 redline, where most rev to 1/2) —and drivers' meetings, everyone had a great day on track. While running on track they supposedly enforce a 92 dB limit at 50' and no one was black flagged during our three days there.

During the next two days, as with LCMT, there were periods of wet weather but never a whole day so even those with tires only for dry conditions had plenty of track time. While there were spins and off-track excursions, there was no bent metal the entire event. During day three, after the track dried out from some early morning rain, the Blue/White run group drivers were feeling their oats a bit too much, and the number of black



Three red racers - photo by Pierre Goyette



Ready for the Calabogie driver's meeting - photo by John Bergen



Plenty of room to stage @ Calabogie - photo by John Bergen

flags required in a single run prompted an attitude adjustment session with the entire group. I'm pleased to be able to report that the following runs were black flag free.

As with any new thing, as one gains experience and knowledge that thing becomes more comfortable and enjoyable and I'm applying that to two different areas; first, the track. Calabogie's track map shows 22 turns when, in fact, I count maybe 16 when removing little kinks and combinations and carousels. That's still a lot to remember, regardless of how you count them. Many drivers were uncomfortable with the track the first day, trying to remember which corner comes next as many look similar going into them. However, by the morning of day two, everyone was getting comfortable and by mid-day everyone was loving the track and wanting to come back next year.

The second area involves eating/dining. On our previous visits we didn't find much to recommend in the way of eating, but this time there were more places with excellent recommendations than we had time for. One evening we just wanted to enjoy the nice weather and the view from our motel patio over Lake Calabogie, so got a local take-out pizza and it was one of the better ones we've had in quite a while. Another night we joined the Andersons for an excellent meal at the Calabogie Peaks and will try others on our next trip.

All things considered, our three days at Calabogie were a driving success, everyone saying they want to come back. Whether or not we return in 2010 will depend upon dates available and what considerations the track gives us. They want us back and have said they'll do what they can to get us back. Put July 16<sup>th</sup>-18<sup>th</sup> and the fall back date of July 9<sup>th</sup>-11<sup>th</sup> into your calendars now.

Hope to see you all at Watkins Glen this August 28<sup>th</sup>-30<sup>th</sup>, 2009 for our first annual three-day weekend at The Glen.



Start of the popular Enduro - photo by John Bergen



Empressive new structure @ Calabogie - photo by John Bergen

# Autocross Series Continues

Copy By Ron Mann



It's been more than a moon or two since last I set finger tip to key cap in service of the greater literary good. This hiatus has been largely enjoyed on the back of one Geoff Kronik who, much as I, dovetailed the opening of his peepholes to pleasures of motorsport with a fire to find the appropriate explanations for his new found addictions. Geoff, our astute readership will agree, has been a more than worthy chronicler of his and our stories. From a personal standpoint, his talent and energy has afforded me the joy of remembrance of my own initial experiences as well as the luxury to focus my limited energy budget elsewhere. A true win/win for all concerned.

Sadly, with Geoff not present at our most recent event, it falls to yours truly to attempt a more circumspect view, what with being an AX elder now at the tender age of eight and one half. Beyond the pain inflicted from the necessity of wiring brushing off all my compositional rust, the loss of our star reporter is particularly acute in this circumstance. Personal results aside, this autocross, in stark contrast to the last, went about as perfectly as could be imagined. Where Mr. Kronik's enthusiasm would have been utterly appropriate in describing such a day, for someone of my diminishing stature to unabashedly gush is both unseemly and completely out of character. Or at least it would be, were I to have played anything other than a minor role in it.

For the first time in my experience, there was nary a single computer glitch. Not one missed car, not one false start, not a single rerun attributable to the usual swarms of omnipresent byte-based gremlins. To quote Wallace Shawn of Princess Bride fame, "Inconceivable!" The errant statistician in you might reasonably postulate, given our last event was entirely spent chasing the shadows of said gremlins, that this good fortune was the simple product of the law of averages. Sooner or later, it's only natural that our luck would improve. I refer any who consider this theory plausible to my articles in this publication circa 2002-2004. Where I am concerned, fortune never smiles. No, to explain and rejoice in such a splendid outcome, we must look elsewhere, toward Framingham, in point of fact. And once facing in that direction, might I suggest you bow low and hail the unheralded, our registrar, Mr. Jon Cowen. Not content with spending much of his winter cooking up a recipe to web-erize our registration process, he took it upon himself, with an assist from former AX chair Bill Brinkman, to reload the entire system and thoroughly test it prior to its most recent deployment. Each and every one of the seventy-six participants owe him. I, on the other hand, owe him nothing, for having being both moved and truly grateful for his tenacity and dedication, I bought him a nearly sumptuous dinner, so I'm paid up at least for the moment.

With the facilities and the weather blissfully cooperating, the racing turned out to be especially close in many of our classes. Half of all the competitions were decided by a handful of tenths

or less. Given that the core philosophy of this administration's stewardship has been to morph the rules and classifications to place more of an emphasis on providing a venue which stresses learning and skill development over cut throat competition, these results to my mind, are a vindication of the liberalization of our instructor rules and ride along policy we instituted last season. Learn well, compete well. Very gratifying. Unfortunately, given the drubbings I've been receiving lately, perhaps it's time to consider heeding my own advice.

Winning trophies, however, is a priority that falls well down my list for there are many other forms of success more satisfying and more challenging to obtain. I hold strong, passionate views on just why every one of our members should be participating in this sport. Behind this view is the belief that a bunch of not so randomly laid traffic cones prove a magical way for drivers to acquire car control, ocular and mental imagery, line recognition skills among others. Regardless of where life takes them, these attributes serve all but the unlicensed driver. To that end beyond the administrative, all my time and energy has been focused on instruction and in particular doing so through well reasoned course design. These days, this is were I derive my most satisfaction from the sport. That Devens provides so vast and open a canvas limited only in its subservience to the national speed limit has afforded the opportunity to develop a personal dialect of the autocross language. For 'sixty plus MPH decreasing radius corner' are words more typically heard at the race track, not the gymkhana. This flexibility has allowed me to attempt to create unique challenges for our participants which would never be found in purer forms of track or autocrossing. I now view this endeavor as the equal in complexity and uniqueness of expression to that of my former life as a composer and performer of music. Much as in my former profession, the care and placement of points in blank space and time have a joy all their own. So much so, that now when I contemplate these mysteries of laying cone to pavement, my cranial cavity is rapt in the notion of producing a piece of performance art, not a sporting event.

Not that any of the seventy six need have noticed or cared one way or the other. The more subtly we intrude on fun the better. Nevertheless, I found NER AX #2 quite satisfactory for as the artist in residence, I was pleased to no end with roughly 30 or so of the 150 cones we placed on that Saturday. But to further ice this already richly decorated cake, just days prior, we received confirmation from the Devens authorities that the facility will again be available to us in 2010. With the rental of the site being a year to year proposition; we never know when the last run will be made. You've got at least another year, but you really shouldn't miss out on a minute of it. Occasionally, we all have a perfect day.

## They Call This Work

Copy By Geoff Kronik

The main requirement is to stand outdoors, often in fine summer weather, and watch Porsches race around a course. It is unpaid duty, aside from the compensation of racing around the course yourself, and though its responsibilities are real, they're the sort that make people say, "Sure beats a day at the office."

So why refer to it as work? Because in autocross, safety and enjoyment for yourself and others depends on properly manned corners. It's not a post one should take lightly, so the businesslike appellation fits, but calling it work doesn't exclude it from the realm of pleasure. In autocross, all paths lead to serious fun.

It's true, of course, that driving is what we think of first. No one says, "I'm autocrossing Sunday! I can't wait to be on corner two when a 911 spins and I can sprint like Maurice Greene, shag four cones and get back to the grass before a GT3 flattens me!" No, it's the thrill behind the wheel that keeps us coming back. We want to get better, go faster, be smarter, and you can't do those things just standing there watching cones fly, right?

Of course you can. The wise autocrosser will take as focused an approach to working the course as they do to driving it. They'll get faster times, have more fun, and along the way they'll help events run safely and smoothly.

The first time you work a corner, the inherent beauty of the cars themselves can be a siren leading you onto the rocks of distraction. The sound of high performance engines has a hypnotic rhythm, and so do planes passing overhead, birds afield, a distant voice over the PA. Your mind wanders into esoteric places far away, and as you watch a 944 slash flawlessly towards you through a slalom, suddenly the moment gets ruined by someone shouting at you.

"Yo! Heads up! Cone down! Right in front of you!" How did that happen? You dash onto the course in full alarm, or maybe you attempt to look cool and give a regal wave of acknowledgment, as if you'd known of the problem all along. Either way you reset the cone, get back in position, and think about how to not let that happen again. Meanwhile there's more yelling. "Hey! What number was that 914?" You have no idea a 914 even went by. All you know is everybody seems angry at you, things are happening too fast, and next time you'll volunteer for the gate.

It's a perfect time to review the basics of working a corner. First, focus when a car approaches. What model is it, what color and number? Say these three things aloud to fix them in your mind — they may be useful later. Now watch the back of the car, because when they advise doing so at driver's meeting, they mean it — that's how you see cones get hit. Observe the car all the way through your zone, and if a cone flies, deal with it fast, then retreat faster. An active course is no place to saunter, amble, or stroll; better you haul, hotfoot and hie. It may look impressive to walk slowly away like John Wayne, but the Duke never had a Turbo roaring towards him at 50 mph.

For novices working the course, it's advisable to let someone more seasoned be the captain of your assigned corner. If you take the red flag used in emergencies, and the radio necessary for communications, be sure you can register a car number, report cones, flag a problem and do the thirty-yard out-and-back sprint simultaneously. If you're daunted by this level of multi-tasking, relax — most people need a season or two to get it — and meanwhile consider yourself a domestique helping your corner team excel. Focus on the basics, and when someone asks, "What car was that?" you'll confidently say "number 523, blue Cayman, seventeen cones!" because you paid attention.

And finally, when the time comes to put on your helmet, you'll drive better. Adroitly manning a corner means no one yelling at you, no missed cones, and not being threatened by a speeding car. You will not carry these stresses into your driving. Moreover, close observation of a hot course will imprint car control elements on you. You'll become wiser in things like weight transfer, tire adhesion (or lack thereof) oversteer and understeer. These factors will filter into your driving, and over time will find you making smoother runs and turning faster times. That is what we're all working on, whether behind the wheel of our own car, or focused on someone else's at corner three, it's some of the best work there is.

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# Results Autocross #2 - Sponsor



Class	Pos.	Driver	Car Model	Total
1S	1	Francis ODay	914-6	87.608
2S	1	Joe Kraetsch	924 S	84.486
	2	David Case	944	84.657
	3	Bill Aubin	944	86.845
	4	Lisa Roche	944	87.401
	5	Greg Aubin		90.185
	6	Andy Case	944	92.727
	7	Jack A. Saunders	944S2	97.847
2R	1	Georges Rouhart	968	78.54
3S	1	Dick Demaine	911 C2	83.481
	2	Steven James	911	85.317
	3	Cuan Coulter	911 SC	86.127
	4	Brian Laws	911 SC	86.628
	5	Lee Coulter	78 SC	88.762
	6	Brendon Laws	911 SC	91.223
	7	Russell Shu	911 Car	91.286
	8	Louis Harvey	911	115.751
	9	Steven Shakin	911 C4	dnf
3R	1	Tom Tate	911T	79.611
	2	Joe Topor III	911E 3.0	80.197
	3	Brian Lay	911	80.39
	4	Robert Canter	911 Car	81.125
	5	Chris Ryan	911 Car	82.381
	6	Jeff Johnson	911 Car	85.763
	7	Elizabeth Roark	911	89.771
4S	1	Steve Ross	Boxster	82.494
	2	Art O'Dea	Boxster S	87.927
	3	Suzy Ascher	Boxster	88.493
	4	Michael Hatto	Boxster	89.166
	5	Antonio Almeida	Boxster	89.442
	6	Gary Hebner	Boxster	89.582
	7	Greg Foster	Boxster S	90.634
5S	1	Michael Orsini	Cayman	81.379
	2	james carolan	Cayman	81.522
	3	Stephen Keen	Cayman	82.771
6S	1	Glenn Champagne	996	82.859
	2	Christopher Fahy	911	83.175
	3	Dara Ambrose	996	88.198
	4	Catherine Foster	996	90.828
	5	Marc Polk	C4S	99.759

Class	Pos.	Driver	Car Model	Total
7R	1	Jonathan Cowen	Boxster	76.546
	2	George Dominiak	993	76.636
	3	Oliver Lucier	Boxster	77.121
	4	Brian Cooner	996	80.215
	5	Fred Cowen	Boxster	81.398
8	1	Jake Moreau	997S	78.074
	2	Mike Tosi	997S	80.012
	3	Roger Warren	997S	81.641
	4	Susan Kelley	997 C2S	82.199
	5	Robert Cipriano	997 C4s	86.339
	6	Ronald Orr	997S	87.374
	7	William Nerney	997 C4S	89.807
	8	Eric Liu	997S	90.255
	9	Michael Marino	930	92.382
9	1	Stephen Lefebvre	997C2S	74.079
	2	Charles Stromeier	911 TT	74.764
	3	Mark Skala	914-6	75.516
	4	Bill Caterino	Boxster	77.39
	5	Tom Frisardi	911T	79.827
	6	david morrill	996	80.053
	7	Christopher Tuck	911S	80.699
	8	Michael Bete	Cayman	81.748
	9	David Tynan	Cayman	82.169
	10	Chris Pallotta	911 S	93.917
10	1	Kenny Conway	911 Cup	73.965
	2	Ron Mann	911	75.539
	3	Steve Smith	944	83.147
	4	Judy Hendrickson	914	83.956
12	1	Zachary Wolkoff	Miata	76.481
	2	Nick DeRosa	M3	78.578
	3	Marc Augustine	M3	80.315
	4	Bill Davison	WRX STI	81.001
	5	Ash Perkins	M3	82.496
	6	Michael Moushon	BMW	84.894
	7	Kelly Burgess	Mini	90.632
	8	Joey Balles	Benz	105.249

# Charity Efforts At LCMT Yield \$740

Copy By Joyce Brinton

As other articles in this month's Nor'easter report, the Drivers Education event at LCMT (Mont-Tremblant, Quebec) was a great success for many reasons. This article is focusing on the two charity activities that took place during the DE event. Those two activities yielded \$740 in donations for Angel Flight NE – a group of private pilots who provide air transport to medical facilities, primarily from rural areas.

More than 20 cars participated in the Touring Laps during the lunch breaks. While many of the cars were track cars with family and friends as passengers or drivers, others were tow vehicles of all sorts. Special thanks go to John Bergen, Steve Artick and Frank diNapoli for driving the pace cars.

We also offered a Taste of the Track – this is an opportunity for people over 18 years old to ride as passengers with instructors in a regular DE session. We had around a dozen people sign up for a Taste of the Track. Special thanks go to all the instructors who volunteered – Hazel deBurgh, Paul Frucci, Thomas Harris, Dave Karl, George Markley, Doug McIninch, Richard Morelli, Paul Prideaux, Mark Schnorr, Peter Tracy, and Mark Watson. (I hope I didn't miss anyone—my apologies if I did.)

Keep in mind that Taste of Track opportunities will be available at our Watkins Glen DE event at the end of August – details will be posted on the website – so if your family missed out at LCMT, maybe they can enjoy a Taste of the Track at The Glen.

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**Four Speeds**- continued from page 6

the job, but I can polish a car before an episode of *Pass Time* is finished.

Now I'm trying to make sure that all my car buddies know about the new clay cleaning process but nobody seems as excited about it as I am. Of course, they don't wash down their street cars every night in the winter either. Actually I don't wash them as much as wipe them down like a racehorse.

Remember that yellow bucket I mentioned? It will hold about six gallons of water and that is enough to do two cars. With a large 'dog bone' sponge I just start at the top of the fenders and draw the sponge along while I squeeze the water out of it. No soap is needed and the dirt and grime just washes to the floor. This works because there is a good coat of wax on the car at all times and the dirt doesn't really stick. Hoods and trunk are done in a similar manner with the water and dirt running off on its own. Then a wipe down with a car towel, one per car, and it's done. The whole process doesn't take 15 minutes and I'm done — why wouldn't I do it? I am in a heated garage and any trace of the job is always gone in the morning. That's without any drain present but it's only a few gallons on each car including the rims.

They always sparkle each morning even if they're going to get dirty again by the time I get to the train station. I think it's worth it and that's all that counts. Of course, it doesn't go unnoticed by my wife that she always has a clean ride each morning. With all these car activities in the summer, I can always use all the winter credits that I can get. KTF

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**Minutes**- continued from page 8

summarized and stated that NER expects to lose money this year. The board accepted the treasurer's report as presented.

Dick Anderson was up next and reported that our current membership numbers are 2311 total, 1331 primary and 980 affiliate members. He also reported that we got 22 new members and 10 transfers in and 2 transfer outs.

Our NER President, John Bergen reported that after investigating various web site vendors, we have decided to maintain PorscheNet.com by various NER members.

New business - nominating committee is headed by Bob Cohen. We are looking for both a treasurer and a secretary. The requirements are they need to come to a majority of the board meetings and for the treasurer, would need QuickBook skills and the secretary should have minimal computer skills to file monthly meeting minutes.

Next meeting is scheduled for August 12<sup>th</sup>, a Wednesday night at the Weber's home. Meeting adjourned at 8:36

Respectfully Submitted,  
Matthew Wallis for Jill Maserian

**Double Clutching**- continued from page 9

the moment you arrive. To quote Lord Byron, "I must observe that the village of Sintra in Estremadura is the most beautiful in the world."

For those of you who find that the content and prose of this article has taken a step backward from the past two articles, please contact Dave Weber requesting that Chris Ryan write this column on a permanent basis. I myself have made such a request.

---

**One Track Mind**- continued from page 10

*shape, the corners, the climbs, and the character have all been created, not by computer, but by walking through the woodlands, searching for the natural flow of the land - a process made anything but easy due to the extremely difficult terrain. Corner names like Big Rock, Candy Mountain, and the Wicked Wilson's define the character of the road course, while Rocky Road and the Ridge are synonymous with anticipation and a certain degree of fear."*

Several of us joked that you needed a GPS to navigate your way around the track. The truth is that one probably needs at least a full day to learn his/her way around since entry to many of the turns looks very similar but exits look quite different! It was easily the most challenging track any of the Andersons have faced. Here's hoping Bruce can arrange another event next year, Lord knows we need the practice.

---

**Upshifting** - continued from page 11

omy tanked. But, if Porsche and VW were a single corporate entity, that might solve Porsche's potential CAFE difficulties. More likely, the "gas guzzler tax" will be dramatically increased on corporations not meeting the CAFE standards.

**STOP:** just announced today, 7.23.09, CEO Wendelin Wiedeking and CFO Holger Haerter have resigned from Porsche AG with golden parachutes of €50 mil. and €12.5 mil. respectively, US\$70 mil. and US\$17.5 mil. Mr. Wiedeking is on record saying he is going to donate 50% of his €50 mil. to a foundation for Porsche employees. He can well afford it, and with sky-high German taxes! Qatar is another investor in this melee receiving a 17% stake in VW as part of a transaction with Porsche to take over options that can be converted into VW shares and at the same time will provide a €750 mil. loan to Porsche.

Ever wonder why our Porsches cost so much? According to Bloomberg News, "Porsche, which has made more money on every car it sells than any other automaker since at least 2002, generated an operating margin of 13 percent last year, compared with 1.5 percent at BMW AG and VW's 5.9 percent, data compiled by Bloomberg show."

Look forward to seeing many of you at Watkins Glen, August 28<sup>th</sup>-30<sup>th</sup>, 2009.

**The Wisdom of Bob Hope**

ON TURNING 70

"You still chase women, but only downhill."

ON TURNING 80

"That's the time of your life when even your birthday suit needs pressing."

ON TURNING 90

"You know you're getting old when the candles cost more than the cake."

ON TURNING 100

"I don't feel old. In fact I don't feel anything until noon. Then it's time for my nap."

ON GIVING UP HIS EARLY CAREER, BOXING

"I ruined my hands in the ring ... The referee kept stepping on them."

ON NEVER WINNING AN OSCAR

"Welcome to the Academy Awards or, as it's called at my home, 'Passover'."

ON GOLF

"Golf is my profession. Show business is just to pay the green fees."

ON PRESIDENTS

"I have performed for 12 presidents and entertained only six."

ON WHY HE CHOSE SHOWBIZ FOR HIS CAREER

"When I was born, the doctor said to my mother, 'Congratulations You have an eight-pound ham.'"

ON RECEIVING THE CONGRESSIONAL GOLD MEDAL

"I feel very humble, but I think I have the strength of character to fight it."

ON HIS FAMILY'S EARLY POVERTY

"Four of us slept in the one bed. When it got cold, mother threw on another brother."

ON HIS SIX BROTHERS

"That's how I learned to dance. Waiting for the bathroom."

*Lisker- continued from page 27*

All drivers then proceeded from target shooting to the final stop at the Eagle Brook Saloon, where there was much calculating and recalculating of the answers to each 'math problems' before handing in the results sheets. We had a reserved space to eat and socialize and replay some of the hilarious moments of the day. The event organizers had everything all arranged in advance and thus made the entire event extremely convenient for the participants.

Results were calculated for each event of the pentathlon and each winner received a 50<sup>th</sup> Anniversary tote bag. The top three overall also received a commemorative plaque.

Event #1: Canoeing (tie): Penn and Emily Young; Ted and Lesia Shaw

Event #2: Golf: Penn and Emily Young

Event #3: Bowling: Jack and Jayne Miller

Event #4: Target Shooting (4-way tie): Bob Cohen and Marc Calheta; Mark and Shelly Padgett; Penn and Emily Young; Michelle Wang and Matthew Wallis

Event #5: Rally: Jack and Jayne Miller

Overall winners:

3<sup>rd</sup> place: Jack and Jayne Miller

2<sup>nd</sup> place: Bob Cohen and Marc Calheta

1<sup>st</sup> place: Penn and Emily Young

Our thanks to Drew, Carol and Russ for making this such a fun time for all participants. Though many doubted, our organizers really did not try to incorporate any devious or distracting maneuvers (other than those blasted math problems).

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real sight, six adults sitting in lawn chairs watching two peanut shells wind their way closer to the drain. We all cheered when one shell finally made it down the drain. This crazy fun went on for a while.

Eventually it came time for my third run, and the rain was still coming down. I hemmed and hawed but eventually made up my mind that I came to drive. So I ran out to the car and immediately got soaked. You would think that I would have realized that if I was wet from running to the car, that there would be an excellent possibility that I would get even more soaked driving with my windows down. I headed out on to the track and immediately understood the errors of my ways. The rain was so heavy that there was running water on the track. I did give one car a point by and as a result my arm was soaked. Plus the car that passed me was kicking up two huge rooster tails. All signs that perhaps driving in the rain was not such a good idea. I then decided to abandon my folly and headed back into the pits.

Many people gave up and left the track for the day. I decided that I would hang out until the bitter end since my last run was the last of the day. I am glad I did since that run turned out to be the best of the day, once the fog cleared. You see as I was heading down pit out, I lost sight of the car in front of me. There was a huge amount of fog covering turn 1, better known as the 90, and I couldn't see a thing. The flaggers saw the danger and threw a full course black flag. We came into the pits and waited for the fog to clear, which it did after a few minutes. Then we were released back out onto the track where I had my best run of the day.

The next day it seemed as if the weather would hold, but of course it didn't. There was more rain, not as heavy as the day before, but enough to warrant that the street tires stay on. The day flew by and Jerry and I decided that if we wanted to be home at a decent hour we would skip the last runs of the day. The drive home was good until we hit the NY Thruway. We stopped for gas at the first rest area we came to and then the heavy rain began. Towing a trailer is hard enough, but when you add rain, especially heavy rain, it becomes even harder.

With our tanks full and only three hours left in our ride, we pulled back on to the highway. This is when I noticed a pair of headlights pointing at me from the breakdown lane. It seems that a Chevrolet Denali had managed to spin and was now pointing the wrong way in the breakdown lane. As I got closer I could see that it had slammed in to the guardrail, severely bending the metal, and it was a miracle that it hadn't broken. This was lucky for the Denali since if the guardrail had given way, the SUV would have flipped down a steep embankment, which would have meant multiple rollovers, and the occupants might have suffered life-threatening injuries. As I drove on I thought to myself, how in the world did that driver manage to spin like that? I was glad we had stopped for gas and that we did not have to perform any emergency stops with our trailers.

One of the main challenges of towing trailers is stopping quickly, due to the momentum factor. Matthew Wallace gave me some good advice: if I am ever in a situation where I have to avoid something, just brake in a straight line and don't try and avoid whatever is in my way. The act of avoiding could cause more issues with the trailer getting out of control, potentially flipping and bringing the truck along for the ride; not a pretty thought.

The next event for June was the Seymour Lisker Pentathlon. We had 10 cars signed up to partake in the fun. Since I had never been in a rally before, I showed up to the event empty handed. Sure, Dot, the kids and I have done the Ramble and are familiar with following directions, but we've never done a true rally where you have to follow directions and answer questions. I knew we were in trouble when I saw Penn and Emily Young there and Penn had a clipboard and calculator.

The Pentathlon started with a water event; each team had to canoe on the Charles around two buoys. The boys and I would be manning the canoe with Dot safe and dry on the dock. We were up against some tough competition, specifically Bob Cohen and his son-in-law, and I was certain that this would not be our best event. I basically just wanted to make it back to the dock without tipping over. The boys did a great job and we managed to paddle around the course in a respectable time. Then we were on to the next event, which happened to be miniature golf, which I thought was something we might do well at. We had a six-some in our group: Dot, the boys, me, and Penn and Emily Young. Penn quickly earned the nickname of 'Mr. Automatic,' since he managed to sink multiple holes in one. So much for my moment of glory.

After golf, it was on to bowling, and this is where Dot showed off her bowling prowess. She was going great guns, too bad for us that I am such a poor candlepin bowler. You see, I grew up with traditional bowling in NJ and these small balls and pins are something that eludes me. The last event was some sort of Nerf ball target practice. Since Dot was riding shotgun she got the gun which kind of made perfect sense. Of course the boys were bummed since they wanted the chance to shot the gun. Ah, but where Dot had shinned on the bowling lanes, she now showed that she wasn't



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a sharp shooter and we came up empty on the target practice. We then headed to the finishing point, the Eagle Brook Saloon in Norfolk. This was an ideal place for us since it is only about five minutes from our house in Walpole. At the Eagle Brook we enjoyed some lunch and the awards were presented to the teams who managed to win each event. All in all, it was a very fun day.

My last event for this month's column is the trip to Mont-Tremblant. I would be caravanning up to Canada with John Galton and Jerry Coholan. We decided to meet up at the Hooksett rest stop in NH at around 9:30. I arrived there shortly after 9:00 and then I got a call from Jerry. It seems that John forgot his passport and they were running late. Better to find that out in MA than at the border, since passports are now required to enter and exit Canada.

John and Jerry, along with Jerry's wife Patrice, finally arrived at Hooksett close to 10:30 and, without much further ado, we started out. Jerry was burning a lot of fuel in his Jeep Hemi and was managing roughly seven miles to a gallon. Since he had a smaller gas tank than John and me, this meant he would be stopping twice as much. John and I eventually had to abandon Jerry; not really, Jerry actually abandoned us.

The border crossing was easy, there were no issues with the French Canadians; I just speak what little French I know, which seems to help. We then made great time through the back roads of Quebec and all was well until we got close to Montreal; déjà vu — boy my French is amazing! There was a whole boatload of traffic in and around Montreal — the Jazz Festival was going on, which had something to do with it, plus for us Americans it was a holiday weekend so there were more of us on the road.

Eventually we pulled into the track at close to five o'clock. The paddock still had activity from the group who had rented the track before us, but there were plenty of places to park. John got a call from his friend Timm who had secured a great spot where there would be room for all of us. The spot was directly across from the cafeteria, and next to the bathrooms by staging; this turned out to be an excellent place to set up camp. We had a great group of guys to hang with for the three days; sharing the paddock with us were Timm from NY, Phil from UCR, Ilker from UCR, John, Jerry, and myself.

For my first run the track was dry so I decided to keep the Hoosiers on the car. I spent the first half of the run doing a memory recall of the line, getting the tires and brakes warmed

*continued on page 36*

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up, and looking for visuals like the lone Birch tree coming over the hill just after turn 2. Turn 2 is one of those turns where it is critical to stay on the power even though you can feel that the car getting unsettled. It is also important to get the steering wheel straight and aim for the lone Birch before you even think about braking; otherwise you will be sorely surprised as you spin down the hill and off the track. This actually happened to someone on the 3<sup>rd</sup> day.

I thought I was driving well and being smooth and all, I was quite happy with my session, and decided to see if I could get an instructor to ride along with me in the next run.

I happened to run into Bruce Hauben first, he had been my instructor here two years before, and I asked him if he would ride along with me. Of course the minute he was in the car my smooth driving seemed to evaporate, and my heel toeing began to elude me; it never fails. Bruce gave me a few things to work on and he wanted to ride with me again the next day after I had had a chance to practice. Unfortunately Bruce's car developed a water leak and he ended up heading down to Montreal to get the issue resolved so that he could drive the last day and continue on with us to Calabogie.

Bruce picked a good day to head down to Montreal since it rained for most of the day. I swapped the Hoosiers for street tires and decided that it would be a good day to take it easy and work on my smoothness. There were two really slick areas on the track; turn 5 coming out of the esses and turn 12 just after the bridge; as long as you were aware of these two areas and kept your speed in check, no harm would come. Everyone did a great job this day with only one or two cars going off the track and since the speeds were low there were no major incidents. On a side note, Bruce was able to get the car fixed and made it back to the track before the end of the day. I am sure he will be telling you all about his adventure in his column.

That night we went out to dinner with our paddock buddies. We selected a small place on the way back to the hotel called "Le Petit Cache." The meal was good, but the company and funny stories were even better. Phil, who now lives in Toronto, originally grew up outside of Montreal, so his command of the French language was great and he did all the ordering. Of course, we had no idea what he was saying to our waitress but she was in tears from laughing so much, so I can only imagine.

The next day I kept the street tires on for the first two runs and then switched to the slicks for the afternoon. I was driving really well and had picked up my pace. For the last session I decided to drive a bit slower since I wanted to make sure that I had a car in one piece for Calabogie. All in all I have to say that Mont-Tremblant was a blast.

Not only is it a great track but the people we spent time with there made it even better. I highly recommend this event to everyone.

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

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

in attending the weekend event at the Glen, you need to act quickly to get registered — so don't delay as prompt action on your part will greatly facilitate the planning for the August event — assigning students to instructors takes time. The Glen's a great facility and we're lucky to finally get a weekend event at the Glen, but now we need your support and participation to make it work financially each year.

Finally, some thoughts on our trip to Great Britain. Premier automobiles were easy to spot all over London and during our stay south of London. Jaguars, Bentleys, Rolls, Alfas, Audis, Land Rovers, Porsches, and even Ferraris seemed to be almost as common as domestic automobiles would be here in the U.S. The Bugatti Veyron may be the most exotic automobile on the road today. We saw a special edition in a Bugatti showroom in London, and another on the track at Goodwood — wow are they fantastic automobiles. And finally I'm giving serious consideration to replacing my Audi A6 with an Audi RS6 — after having been up close with one at the Audi experience — another, "wow what a car!" Now if I could just be brave enough to get one in red!

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### Goodwood- continued from page 26

wonderful as the engines were wound tight in preparation for the release of the clutch. Some drivers prefer to just have fun, doing spectacular burn outs from the start or elsewhere on the course. Others are going for time and really get on it. The nature of the event is such that you are closer to the action here than you'll ever be at a regular race.

The weather was perfect all weekend and we spent most of the time with huge grins on our faces, having had as much fun as any motorsports fan can possibly have. There is, however, yet another event held each year at on the nearby Goodwood racetrack (famous as the site of Sterling Moss's career-ending crash) that may be an even better experience. The Goodwood Revival, we were told by several locals, is even more fun and is yet another must-do event. Imagine watching '50s and '60s vintage racecars being driven at full song in a very competitive manner. Also visualize the crowd in attendance all dressed in period-correct clothing. Then add in World War II aircraft flying overhead, and period correct restaurants and shops sprinkled around the track. Sounds like we'll be heading back to the UK real soon.

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