



Thanks to all our NER Members,
Sponsors, Advertisers and Friends
who made our 50th Anniversary
year so memorable. Thank you all!



Precision Auto Tour

NER Tour @ Paul Russell & Co. Sold Out

LEONARD TURNER

2010 New England Ramble

THE NOR'EASTER

DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009

Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America

Classic or contemporary? Service or track prep? Factory parts or aftermarket? You'll find it at EPE.



We've seen it all, serviced them all... built from scratch and tuned new from-the-factory race cars... added the most outrageous aftermarket performance parts... and restored classics to their original condition. Our dedicated staff has the expertise required to properly maintain your Porsche for street or track use, regardless of its age. Drop by our shop any time for a consultation with any of the **EPE** personnel. You won't get a "service manager", but can talk to any of our talented team about performance upgrades, aftermarket parts or even the best options on fluid changes for your street Porsche. We'll be happy to work with you to ensure that you maximize your Porsche ownership experience.



 **EPE**
EUROPEAN PERFORMANCE ENGINEERING

165 WEST CENTRAL STREET · NATICK, MA 01760 · PHONE 508-651-1316 · FAX 508-651-3448 · EMAIL EPE@EPE.com

INSIDE THE NOR'EASTER

DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009 DECEMBER 2009

FEATURES



12 *NER Tour @ Paul Russell & Co. Sold Out*

14 **LEONARD TURNER**
Chief Photographer for Panorama

15 Driver Ed Ground School

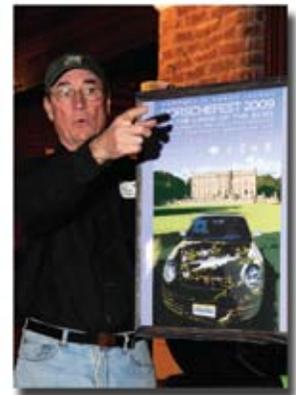
16 *2010 New England Ramble*

18 **Precision Automotive Tour**

22 Porsche News

26 NER Auction Action Report & Photos

28 AutoX #5 Report



26



18

DEPARTMENTS COLUMNS COVER

- 8** *Anniversaries*
- 12** *Calendar*
- 33** *Marketplace*
- 34** *Board of Directors and Committee Chairs*
- 34** *New Member Roster*

- 4** *Out In The Passing Lane*
- 5** *Flat Sixer*
- 6** *Four Speeds & Drum Brakes*
- 7** *Around the Cones*
- 8** *Minutes Of The Board*
- 9** *Double Clutching*
- 10** *One Track Mind*
- 11** *Upshifting*



Cover Photo
Photo of the new 2011 Boxster Spyder courtesy of Porsche.

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

Postmaster: Send address changes to:
The NOR'EASTER
PO Box 409
West Boxford, MA 01885

All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full

credit is given the NOR'EASTER and the author. No material may be reproduced if the NOR'EASTER was given the right to publish another publications material. They reserve all rights to that material.

Editor Dave Weber
Graphic Designer Susana Weber
Copy Editor John Koenig
Advertising Mgr. Susana Weber

Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%), six months (10%), and one year (15%). Copy should be supplied photo ready or

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

Advertising Rates
Full page - \$104/issue
Inside front & back cover, full pg. - \$144/issue
Back cover, 2/3 pg. - \$114/issue
Half page - \$83/issue
One third page - \$68/issue
Quarter page - \$52/issue
Business card - \$37/issue

www.porschenet.com



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

Out In The Passing Lane

Dave Weber



Twenty-five years ago Susana and I volunteered to become the editors of the Nord Stern Region newsletter. At the time we gave no thought as to how long we might be in that role. But after three years I found myself enjoying the creative process and the discipline of meeting monthly deadlines. When we moved to the Boston area at the start of 1987 I learned that Nann Weissenberger was looking to step down as Editor of the *NOR'EASTER*. Without much thought as to what I might be getting into, I volunteered to be her replacement. I certainly never thought I'd be the Editor for NER for the next twenty-two years.

I've been thinking of what I'd write about in my 299th editor's column for some time (yes we only published eleven issues in 1991 — the year NER hosted the national PCA Porsche Parade convention that I chaired, and which involved a number of region members). My first thought was that I'd just ignore the fact that I was stepping down as editor, and just write one of my normal columns covering whatever interested me at the moment.

Nothing much changed when we assumed the editor role for the Northeast Region with the January 1987 issue.

But then I started reflecting on how the job as changed over the past twenty-five years, and decided that might be more interesting for the magazine's readership.

When we started as editors in Minnesota with the January 1984 issue of *Nord Stern*, personal computers were just starting to become available. Desktop publishing software didn't exist, so I typed out the various bits of copy using formatting instructions provided by a local typesetter. The text files were sent over to the typesetter who did their thing, sending us back type galleys, which we cut apart and pasted down on boards along with any photos that were available. We then delivered the pasted up boards to a printer who made films that were used in their printing process. From the printer came printed sheets of paper from which we then (in our kitchen at the time) collated the sheets, stapled the pages together, folded the newsletter, labeled it, then bundled the finished publications in several mail bags, which I hauled off to the post office.

Nothing much changed when we assumed the editor role for the Northeast Region with the January 1987 issue. I initially still typed out all the copy and sent it off to the typesetter. Pasted-up boards were still in use, as desktop publishing software still wasn't perfected. But in those early days we at least got back from the printer fully assembled magazines — significant progress, I thought. We still spent an evening every month labeling (1200 copies or so) the magazines, sorting them by zip code, bundling them up for the post office, bagging them in eight or nine large brown bags, and delivering them to the PO..

I don't remember exactly what year it was when I started using Adobe PageMaker desktop publishing software, but I do recall that it seemed a major breakthrough and a major time saver. Then contributors could just send me a disk with their Word file or text file, and I no longer had to retype everything. I just had to electronically place their file in the magazine PageMaker document template. We gleefully threw away the paste-up

boards once I figured out how to use the software. Of course, we now had to regularly upgrade all our computer hardware as the software became more sophisticated. The editing job by this time was becoming less time demanding, I managed to get the editing work down to about twenty

hours per month. We still spent an evening preparing the magazines for mailing, which I increasingly found to be a pain.

In the last six or seven years we've migrated to using Adobe InDesign for the editing work, which has further improved our productivity and enhanced the creative aspects of the publication. We found a new printer who for a fee would do all the mailing related work in addition to the printing. Now once I've finished the editing work I just drop a flash disk in the mail, and my work is done. The editing job still consumes the better part of twenty hours per month and one weekend per month to do the work, not counting some time I spend serving as an event photographer.

While filling this role has required a lot of work on our part, it's proven to be time well spent. Having to author so much copy over the years has dramatically improved my writing skills, particularly my business writing skills. I'm no longer frustrated when I try to put my thoughts down on

continued on page 32

Flat Sixer

John Bergen



Well, here we are in November. As I sit here writing my December column I am thinking about all of the things I am thankful for. It is, after all, the Thanksgiving season. In David Letterman fashion, here is my top 10 list of things I am thankful for:

10. Golf

Ah, you didn't see this one coming, did you? Although I have played little or no golf these past two years, I am still thankful for it. Golf has provided me with many, many hours of entertainment and frustration. It has taught me to be humble, and it has given me the skills and knowledge to deal with adverse situations.

9. Technology

Let's face it, I am a technology junkie and some might even call me a geek. I am fascinated by all things technological and enjoy learning about new things. This is why way back when I was in college that I switched from Chemical Engineering to Computer Science. Today I have no fewer

Yes, believe it or not I do have a sense of humor. Now granted, my type of humor is dry, kind of like Sahara Desert dry.

than eight computers in my home, six gaming systems (my sons and I are gaming addicts), cell phones, cameras, etc... You get the picture.

8. My Network

The network I am talking about here is with people and companies, not computers. I have developed an excellent network over the past 10 years and it has been instrumental in helping me through my transitional period in my career. A network is something that you need to feed and care for; it is one of those things where you get out of it what you put into it. Never underestimate the importance and value of a great network. I am also a big believer in LinkedIn, which has elevated networking to an art form. LinkedIn is kind of like Facebook for professionals.

7. Cars

Where would we all be without cars? Besides the obvious of going nowhere fast, I know that I would have a large void in my life. Cars provide me with freedom, entertainment, and a common bond with others. Don't get me wrong, a world without cars might not be such a bad thing as it

would force people to get more exercise, but I for one would miss them.

6. NER PCA

I am thankful for this great club. It has provided me with a lot of new friendships and experiences. It's helped to improve my writing, although some people might debate this point. It has also made me a better driver.

5. Patience

I am grateful that I was born with patience. Patience has helped me survive many trying situations. It is helping me cope with my current un-employment situation.

4. Sense of humor

Yes, believe it or not I do have a sense of humor. Now granted, my type of humor is dry, kind of like Sahara Desert dry. For people who don't know me well, I sometimes have to let them know that after a dry witty remark that I was only joking... really!

3. Health

Besides some aches and pains, I am for the most part in good health. When I found out that I was transitioning out of my old company, I began focusing on eating better and exercising more. Since January, I have lost 25 pounds, lowered my cholesterol by over 30 points, and come to the realization that if I eat slower, I will discover that I don't eat as much. Amazing, plus my stress level is almost nil.

2. Friends

Friends are critical to preserving your sanity. True friends will always be there for you even if you have drifted apart over the years. I am fortunate to have many great friends; friends who share my passion for cars, golf, and just plain old fun. I have friends with whom I play cards, play paintball, drive, dine, and drink. Friends can give you different perspectives on things that you wouldn't be able to find anywhere else.

1. Family

Yes, the number one thing I am most thankful for in my life is my family. My family is the source of my strength and pride. I am fortunate to have a wonderful family that enjoys spending time together.

So what else have I been doing since my last column? I had hoped to fit in one more DE event, either at VIR or NJMP, but I guess I came to my

continued on page 30

Four Speeds & Drum Brakes

Tom Tate



Most of us that are involved in the car hobby can look back and point to a “tipping point” where we suddenly knew that we wanted to be involved with cars. Not just use them to get somewhere but to have some fun and maybe make a statement along the way.

For some, like my own kids, it was a matter of being dragged to race tracks, drag races, or car shows with the family. Others had an Uncle or a neighbor with a sports car that caught their eye and got the interest going. Or maybe it was the BMOC at college that had that great ride that all the girls fell into.

If you think back long enough that moment will come to you.

For me that tipping point was the summer that I broke my arm. It was a simple break, just the elbow tip, done on a neighbors cement patio while chasing their daughter, a classmate. A new medical procedure involved drilling a hole in the bone and installing a screw to hold the broken end in place. I was stuck in the hospital for a few

For me that tipping point was the summer that I broke my arm. It was a simple break, just the elbow tip, done on the neighbors cement patio.

days with a roommate that had ridden a motorcycle up under a stopped school bus and had been there for most of the summer. He showed me how to put toothpaste on the end of a straw cover and then blow it up to the ceiling for what he called his reforestation project. It was great fun watching the candy strippers get them down.

In an effort to keep me occupied that week my family brought me a bag full of magazines. Of course we didn’t have the array of publications back then that we have today. There were a couple of car magazines but they covered the domestic models only. I was driving a VW beetle that I had sold my motor scooter (Lambretta) to buy and while I liked the car, the truth was that it was all I could afford.

Tucked into the back pages of a Hot Rod magazine was a three page story, with lots of pictures of a ‘57 VW that a fellow was running at a drag strip in California. He had modified the engine, lightened the car and was beating all the V8’s down the strip. The car was called the “Inch

Pincher” and while a year older than mine it was the same pumpkin color, orange.

I remember that I cut out the article and glued it into a folder and began to collect anything that I could find that pertained to making VW’s go faster. I had ads from MG Mitten, pictures of mufflers from Abarth, and all kinds of tire tests in that booklet. The folder had a big VW logo stuck on the front of it. I still have it to this day.

I don’t think that I ever bought a single thing that made that car go faster but I did pull the fiberglass packing material out of the tailpipes to get more noise from that 36 hp engine. I read that in an article that talked about increasing rear wheel horsepower. That was before I knew what rear wheel horsepower really was.

Looking back it really was amazing how little we knew about what we were driving. Nobody had ever seen a disc brake and brake adjustments for the brakes were only to be done by experts with years of experience. I remember a classmate that had a brother that could do it but he wouldn’t work on a “foreign car”.

Nobody that I knew had any tools to speak of and if they did they weren’t metric anyway.

A bunch of us at the University of Maryland talked about bleeding the brakes on our cars but after much discussion at an

autocross decided that it was beyond us. Besides, the brakes were working just fine, so we left them alone. For years.

There was a VW repair shop nearby and the sign out front clearly stated that it was an “unauthorized” dealer. We used to hang around after school just to see them take cars apart. I recall the first time I saw an engine out of a car sitting on the ground. It was amazing and I didn’t even know what I was looking at.

We finally found a shop that worked on Porsches and for us it was like going to a Ferrari store. These guys had to be good because there were three engines sitting on the floor and two of them were apart. Of course there were VW’s in the same shop as there wasn’t enough 356’s in the area to support a business. As I recall everything was greasy including the floors, walls and of course the bathroom. There was no such thing as a painted floor, there were no flowers in the bathroom only car magazines stacked on the toilet tank, and the

continued on page 32

Around The Cones

Steve Ross



Well here we are at my final column as VP of Activities, twenty-four columns after taking this position over a couple of years ago. Next year will most likely see Amy Ambrose take over this position but I may be helping her with the columns.

News on the *NOR'EASTER* front, and I am sure our outgoing editor's Dave and Susana Weber will also mention this, is a newly found volunteer (an amazing occurrence in its self) to take over. Ironically she shares the same last name with me, but is not related.

First event of next year is, as usual, sold out already; the biannual tour of the Paul Russell Restoration facility in Essex filled the allotted 100 slots a few weeks ago. Only wait list spots are available, and unfortunately we are forced to impose this restriction due to the wishes of our hosts.

February brings a couple of choices to feed your Porsche interests as the annual Ground school for potential DE candidates will again be hosted by the folks at HMS in Peabody Mass. on the 21st. Fol-

a foot mounted control for changing stations; remember some early radios did not even have pushbutton presets. And although I never saw one, I have read in some of the classic magazines that actual record players, with some sort of vibration dampers were available as an option. Word was that they did not work well in most road conditions.

Then in the late 60's FM was introduced and the whole industry offered AM/FM options and for music the sound quality was much better. Interestingly, speaker technology was still very primitive by today's standards, as the only changes were multiple speakers and controls to move the sound around the various locations in the interior. German car makers had FM shortly before the Americans, and also shortwave and weather bands on some of those early Blankpunct and Becker units. Also the British in their effort to do things their way had positive ground batteries in some of their cars, so you either had to find a radio that worked with that setup or install an inverter.

Come the 70's and the 8 track player made its way from the home to the car, and although sound quality had not improved much, you now could listen to what you wanted to not the DJ. Unfortunately they were all prerecorded and were rather bulky so you needed somewhere to store them, i.e., a large box or shopping bag.

Next up, and I do not recall when it occurred was the advent of cassettes, a smaller device that also had the added advantage of being able to copy the songs you liked from an album, the radio, or another prerecorded cassette. Unfortunately both 8 tracks and cassettes, although touted as being lifetime music, it was nothing more than a thin plastic ribbon running through some rollers, and atmospheric conditions, i.e., cold and moisture, plus outside influences could ruin them rather easily. Personnel note I still have a few dozen cassettes I recorded years ago and they still work, a problem is there are no modern cars with cassette players and my home unit broke years ago. Maybe I can find a working unit on Ebay.

That's it for this month, next month I will conclude my radio story, getting into the CD era and the birth of high end speakers by Bose, JBL, Bang Olufson and others.

In my continuing nostalgic look at the past in the automotive world, this month I will reminisce about radios in cars.

lowed a week later by the longest running tech session in PCA, Tech Tactics, again being held at Farnbacher Loles in western CT., check out the Zone 1 website for more details. And of course our 26th annual Ramble will be held this year, as always, at the end of April, this year traveling to the Mountain view Grand in Whitefield NH..

In my continuing nostalgic look at the past in the automotive world, this month I will reminisce about radios in cars. Many of our members will remember when radios were of the AM variety, the music quality was horrible and the big option was another speaker (many times only one) in the rear of the car. Some cars did not even have a radio; it was an option on many of the low line vehicles. It was a dealer installed option in most imports including VW and Porsche, and the installation showed that too. Variations would include a device called a reverberator, which some manufacturers, GM, specifically in the GTO, had as an option. The sound was sort of echoed, sounded weird, but was different. Cadillac had

Minutes Of The Board

Jill Maserian-November 12, 2009 Board Meeting



This meeting of the NER PCA Board was held on November 12th at the home of Amy Ambrose. In attendance were: Dick Anderson, John Bergen, Joyce Brinton, Karen and Bob Cohen, Bruce Hauben, Jill Maserian, Steve Ross, Chris Ryan, Matthew Wallis, Dave Weber, Amy Abrose and Pete LaRoca. After finishing an outstanding dinner prepared by Amy, John called the meeting to order promptly at 7:18 pm.

John began with the President's report, providing an update on the 50th Anniversary Concours d'Elegance event at the Elms Mansion in Newport. Approximately 150 people attended and the event was judged to be an outstanding milestone event for region. This success prompted discussion about ideas for future sponsorship of events and new advertisers for the *NOR'EASTER*. Next on the agenda was the task of finalizing nominees for upcoming awards. Dave offered to build a list of past award recipients to circulate. A number of suggestions for this year's recipients were considered. It was agreed that the winners would be announced at the annual gala dinner, and subsequently appear in the *NOR'EASTER*. In preparation for Dave's passing of the editorial reigns, the board discussed the need to purchase a computer, monitor, and software for the incoming editor. This is necessary since Dave and Susana have used their own equipment. Due to the heavy requirements of publishing software, John made a proposal to approve funding the cost of computer equipment to alleviate any additional burden on an incoming editor. Dave seconded the motion, and it was unanimously approved by the board. John also confirmed that the PCA Zone 1 President's meeting would take place this week.

Next on the agenda, Steve presented the Activities report. He opened by stating that the last autocross event of the season had 37 cars participating, despite the inclement weather. It rained all day and even had some slight snow. On the other hand, next year's season is looking good with Cuan Coulter taking over as autocross committee chair. There were four confirmed dates already for next year beginning April 6th. Steve reinforced John's positive summary about the 50th Anniversary Concours event at the Elms. It had been suggested that the club consider hosting a similar event each year. That was taken under advisement, but the majority view was to host the event on alternating years. It was also agreed that additional sponsorship would be sought in the

future, to help offset costs. Steve confirmed that he was going to pursue organizing another road tour later this season, which might also include brunch.

Bruce followed with an update on the 2010 Spring Ramble. This event is shaping up nicely. He also shared that he and Joyce had already completed the route in preparation. He also reminded the group that the Mountain View Grand, located in Whitefield, NH would accommodate up to 144 overnight guests. Some very early sign-ups were already rolling in to reserve a space. Ever organized, Bruce reported that a possible location for the 2011 Ramble has been identified.

The next topic was Driver Education (DE). Bruce reported that next year there will be three new committee members. This will make it the largest DE committee in recent memory. DE event dates at NHMS will be as follows: North East Region (NER) will secure Friday May 7th, September 9th, while North Country Region (NCR) would sponsor events on May 8th-9th, Aug 23rd and Oct. 11th-12th. NCR will also hold events Lime Rock Park on June 2nd and Connecticut Valley Region will host on June 3rd. Mt.-Tremblant is slated for July, and Calabogie in August.

Chris Ryan provided the Administrative report. The annual auction was held on Saturday, November 7th at the Larz Anderson Auto Museum. The turn out was larger than expected as there were 30 sign-ups but there were 50 people who ended up attending. Auctioneer Tom Tate helped secure another successful night. The Paul Russell & Company tour will be held on January 9th 2010 on Saturday at 10:00 am. This has always been a

continued on page 31

Happy PCA Anniversary

Thirty-Five Years

Paul Tosi

Twenty-Five Years

Donald Wolcott

Twenty Years

Robert Halstead

Jeff Ward

Five Years

Gregory Baker

Alfred Barkey

Stephen Daley

David Grant

John Grey

Douglas Hanson

Double Clutching

Bob Canter



Well it's November as I write this and it will be December when you read this. It's kind of depressing thinking that there are no more autocrosses or drivers eds until next spring, which at this moment seems such a long time away. I also fairly certain that by the time you read this we have all parked our cars away for the winter and will begin that routine of occasionally slipping into the garage only to longingly stare at that Porsche of ours while calculating in our heads how many more days to go before we will have the pleasure of driving him or her again. You might have noticed there that I have assumed that you have attached a gender to you Porsche. It has always been kind of funny and interesting to me that whenever I am talking to anyone about their car they will invariably refer to their car as either a he or a she. How is it that we somehow go ahead and automatically assign a gender to our cars? I wonder if the majority of Porsche owners think of their Porsches as either a he or a she. Although I view any 911 as a wonder-

Whenever I view most Ferraris, or for that matter just about any Italian car my first thought is always about the design and style.

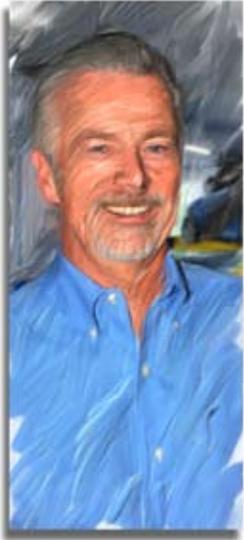
fully sculptured design my first thought when viewing a 911 is of the performance and technology lying under its skin. Now maybe this has to do with the fact that the basic shape of a 911 has not changed in over 40 years but regardless I more generally think of a Porsche in he terms. At the same time whenever I view most Ferraris, or for that matter just about any Italian car my first thought is always about the design and style. I guess in this instance I think of a Ferrari in more she terms. Please do not confuse this though with those who assign certain cars as either a man's car or a woman's car because of a perceived bias of who owns or drives a particular make or model. This has nothing to do with that. Rather, I guess in my warped sense of thinking, I view that almost every car as having a personality of its own and that personality takes on the perception of being either him or her regardless of who owns or drives it. So what does this all mean, I guess if you see me and my Porsche out for a drive you know that we are just two guys out for a good time and

if you see me driving a Ferrari I am out on a date. A couple of year's back I was filling out an enrollment for a DE event and a profile was requested of myself and my Porsche. One of the questions was if my car had a name. Prior to that moment it did not have a name but as I got to thinking about the question I decided that it probably was time that I come up with one. After sitting there staring at my computer for about 20 minutes pondering what would be a proper name my head started to hurt. Now for some of you I am sure that when it came to naming your Porsche it came quite easily. You probably just looked at your Porsche and voila you had a name. Maybe it happened when your daughter or son blurted out a name and you thought that was cute so it stuck. Maybe your spouse came up with a name and to preserve marital harmony you went with it. Whatever the case you have a name for your Porsche and thereby are on a first name basis with your Porsche and here I wasn't. Then I had a stroke of genius. The outside of my car is black, the inside of my car is black and after much concentration as to what I could decipher from all of this it finally came to me. My Porsche henceforth would be known as "Blackie". OK you were probable expecting me to say something else a lot more creative but you try writing an article every month with the limited capacity I have to come up with new ideas to write about every month.

I was thinking the other day about all the changes that have occurred the past year as related to Porsche AG and wondering if now with Porsche being brought into the Volkswagen family if this would ultimately mean a change as to how Porsche will be perceived by enthusiasts such as us. What effect will this have on future models, on the quality and the perception we have going from a family run business to now Porsche being part of a huge conglomerate. With the potential loss of independence will decisions be made in the future be dictated more by profit and expediency as opposed to innovation and quality? We all know the issues Volkswagen and Audi have had with quality in the past. I have read that we might see where the Panamera chassis might become the framework for other automobiles manufactured by other high end marques within the Volkswagen Group now that Porsche is

continued on page 34

One Track Mind



Dick Anderson

As the leaves fall and the temperature drops, this young man's heart turns to cleaning the garage to make space for the Porsches. That sentence was, of course, my attempt at sarcasm, since anything associated with tasks described as "clean up" usually means lifting, hauling, giving away, trashing and in some cases, debating the value of. My first pass through the garage yielded a number of items that seemed 'auction-worthy,' so off to the November NER auction at the Larz Anderson museum daughter Sarah and I went (interestingly, a number of the larger items in my garage belong to Sarah even though she hasn't lived at home for more than ten years!). We were able to sell a set of Hoosiers mounted on "Turbo Look" wheels, the proceeds of which went immediately into her pocket! A number of other equally useful items will have to appear on eBay or Rennlist in the near future. One of the items we hoped to sell was the "GT3 style" (double wing) spoiler that had been on Sarah's C4. No takers at the auction, but at Dave Weber's suggestion, I called Mike Noonan,

As I write, Thanksgiving and all of its traditions are right around the corner, among them, putting on the winter tires.

owner of Mike's Auto Body, to see if he (or perhaps one of his clients) might have interest in it. Unfortunately, Mike knew of no one in the market but while chatting, he asked if I'd be interested in the carbon fiber spoiler (with five coats of clearcoat, no less!) that previously resided on his GT3. The answer was not only yes, but *hell* yes. Now neatly installed on my car, I've succeeded in adding to my garage inventory with the addition of another GT3 spoiler, this one the stock unit removed from my car. I'm back to ground zero.

Although I'm clearly a summer guy or, more accurately, a hard-core winter hater, I must admit an affinity for the transitional seasons of spring and fall. Ann and I, and our friends the Stones, enjoyed a four-day October sojourn to Kennebunkport, staying at a wonderful place called Hidden Pond. Consisting of 14 one- and two-bedroom designer cottages, the resort is located on sixty secluded acres of birch and balsam laced with miles of self-guided nature trails. Located about a mile from the ocean, we considered the Porsche but

opted for bicycles, cruisers with balloon tires (I felt a little bit like Pee Wee Herman, minus his extra curricular activities, of course), and headed down to Goose Rocks Beach. We had the beach to ourselves on a very mild day, it was perfect. I haven't a thing to gain by this comment, but wholeheartedly recommend Hidden Pond for a nearby get-a-way. One caution — it's a little pricey. We were very fortunate that we were successful bidders for this four-night stay at a charity auction and were able to secure this mini-vacation (including a gourmet meal for four and two free massages) at considerably under market price. Coupled with a little leaf peeping and the obligatory stop at the Kittery Outlets (mid-week, luckily), this was a memorable time.

As I write, Thanksgiving and all of its traditions are right around the corner, among them, putting on the winter tires. Although I park the GT3 and the Turbo for the winter, Ann drives her M35X (on which I install Blizzaks) and I drive my F-150 (which is treacherous in the snow). For the F-150

I'm considering winter tires on 17" rims for the first time. Sarah has a set of 17" Blizzaks mounted on wheels which she used on her C4. We're hoping they'll fit on her Boxster S; if not, we'll have another eBay item.

Fall, although the end of the DE season, doesn't mean the end of NER

business. I've recently joined the Track Committee and will serve as Co-Scrutineer with Chris Outzen. Track Chair Bruce Hauben hosted a November breakfast meeting of the TC at his home and I'm delighted to say that Moe Auger and Ray Bahr have also signed on. I won't steal Bruce's thunder but let me say that say he's lined up another terrific year for NER in 2010.

Finally, as we enter the holiday season, some of us will be without loved ones who are serving in the military. Whether in Afghanistan or Alabama, Iowa or Iraq, remember all of our service men and women who serve proudly and bravely on our behalf.

Happy holidays!

Upshifting

Bruce Hauben



I'd read about the following quite awhile back and, like so many of these things, had forgotten about it until driving home one recent night from Boston. It was raining and, like always for us aging folk with deteriorating vision acuity, the white highway lane markings were difficult to see more than 50 ft. ahead, headlight glare from on-coming cars created halos and blind spots, headlight glare from cars behind us bounced off signs adding to the glare factor and, well, you get the picture.

The mental light bulb flashed and I put on my sunglasses, at night, and the difference was remarkable. All the glare was gone; vision was far better. It was great, I urge you all to try it; you might like it.

Just last weekend Joyce and I left the house at 5:30 am to get to Albany for the semi-annual Zone 1 Presidents' meeting, subbing for John who was unable to make it. So, yes, out came the sunglasses. The first part of the trip — in the rain — was relatively hassle free. By the by, if you've not yet read *The Art of Racing in the Rain*, get to

Several years ago PCA initiated an alternate to the Parade, PCA Escape, in an area of the country opposite the Parade, run by the local region.

it. "Enzo," better known as "Zo," narrates the story through his eyes and brain (he's a dog by the way); wonderful book.

So, back to the Zone 1 meeting and a few highlights you may wish to put into your schedule. Further details are or will be available on the Zone 1, PCA and NER websites, or contact me for further details.

Tech Tactics will again be held at Farnbacher-Loles' facility in Danbury, CT, February 27th. The main speaker will be Hurley Heywood. There are others including Paul Gagliardi from PCNA speaking on new developments from Porsche AG. The usual Friday night party and Saturday night dinner will be in place for the registrants, limited to 150.

The Zone 1 Concours and Rally will be hosted by the Metro Region on May 16th–17th in Westbury, NY; that's Long Island for those not familiar with the NY metro area.

The Zone 1 Autocross, at which NER placed very well this past year, is a bit up in the air. It will either be Aug. 28th–29th at Devens as it was this

year, or on Long Island Oct. 16th–17th if Metro is able to get the asphalt in which they're interested. Stay tuned and check the Zone 1 website in early January.

The Watkins Glen Club Race is scheduled for May 28th–30th; you better not ask me where it's going to be run. There will be an Enduro along with the two sprint races to which we've become accustomed.

The Zone 1 48 hr., also known as a three-day weekend DE at Watkins Glen, will be held July 18th–20th, under the same format as always.

All you PCA Parade goers know the schedules years in advance but, for those who may consider it for the first time, the 2010 Parade is in St. Charles, IL, about an hour west of Chicago and the 2011 Parade will be in Killington, VT sometime in the latter part of June. Parade history and what you can expect is detailed in Panorama and www.PCA.org.

Several years ago PCA initiated an alternate to the Parade, PCA Escape, in an area of the country opposite the Parade, run by the local region with National's help. In 2010 it will be in Sun Peaks, BC on September 9th–12th. British Columbia is a favorite of ours with its spectacular mountains, accessible ocean; Vancouver Island with Victoria and the city of Vancouver have things for everyone. I'm sounding like a travelogue here while not

intending to, just trying to figure out how to do this event without driving the 993 on a 6,000 mi. round trip, my back won't take it.

PCA National is finally getting the "new" — several times now "new" — website straightened out and properly configured. During the frequent stops and starts and revisions, content has been lost here and there. If you find something not there that should be, let the web folks know and they'll correct the situation. National is working on a PCA version of "Facebook" that will be internal to the PCA members only. Also in the works is an iPhone/iTouch app that will update itself once installed on your hardware. This app will include PCA events, schedules, Porsche independent service shops, aftermarket installers, etc., etc. Watch for both of these on the website www.pca.org.

Ramble registration is coming in January, don't miss out on 2010's Ramble to the Mountain View Grand.

continued on page 31

Calendar At A Glance

December

5 Annual Dinner

January -2010

9 NER Tours Paul Russell

February

TBD Monthly Mtg w/Leonard
Turner

21 NER DE Ground School

27 Zone 1 Tech Tactics

March

April

4 NER AutoX @ Fort Devens

30 NER New England Ramble

May

1-2 NER New England Ramble

7 NER Novice Day @ NHMS

15-16 Zone 1 Concours & Rally

16 NER Autox @ Fort Devens

28-30 Zone 1 Club Race

@ Watkins Glen

June

18-20 Zone 1 48 Hours Of

Watkins Glen Driver

Education

July

8-10 NER DE @ Calabogie

10 NER Autox @ Fort Devens

12-14 NER DE @ LCMT

August

1 NER Autox @ Fort Devens

27-29 NER DE @ Watkins Glen

September

TBD PorscheFest Concours

d'elégance

October

24 NER Autox @ Fort Devens

November

December

4 Annual Dinner

Tour Of Paul Russell & Company Saturday, January 9th Starting @ 10:00 AM

It's that time again... time to tour Paul Russell and Company, one of the world's finest automobile restoration shops, located here in Essex, MA. NER holds this event every other year or so, and it never fails to "sell out!" This place is truly special – and you would be hard pressed to find another restoration shop so committed to restoring and in some cases, re-creating fine examples of automotive art and technology with such attention to detail. During past visits, we have heard many stories of how original techniques, employed by the craftsmen who originally hand-built these cars, are used today to achieve the ultimate in authentic restorations. To quote Paul Russell from an article which appeared in the January 2008 edition of *Car Collector*, "... It is history we are dealing with and we are not rewriting the story but putting it back the way it was, doing the work with a real focus on authenticity, and that is a great evolution, that's how far we've come in 30 years."

A visit to Paul Russell always includes the opportunity to see the most rare and exquisite cars — classic Mercedes, Bugattis, pristine early Porsches, Ferraris and more. This is the shop that Ralph Lauren and Jerry Seinfeld rely on to restore or preserve their classics. Starting in 1978 as the Gullwing Service Company, Paul Russell has always maintained the highest standards in servicing every aspect of their clients' cars.

Our host at Paul Russell is 30+ year PCA and NER member Alex Finigan. A founder and partner of Paul Russell and Company, Alex is still a down to earth, totally committed car guy. His passion for and knowledge of all aspects of classic cars is immediately apparent and he gives an excellent and informative tour. Alex will guide us through the whole restoration process from disassembly, panel building, mechanical, paint and, finally, to reassembly. Be prepared to be astonished.

This event is limited to 100 members, and is always oversubscribed. Reservations must be made in advance; please contact Chris Ryan at 978 772 9546 or (preferably) e-mail: ryan28@charter.net. Reservations will be taken in the order received, so be sure to reserve early. If you have been accepted, but a subsequent conflict prevents you from attending, please inform Chris Ryan, so other members can attend. I will send out confirmation by e-mail to all who have registered shortly after the registration deadline.

Our tour will start promptly at 10:00 am, and Alex would like us to be finished by noon. Coffee and donuts will be provided by NER. Please remember that photographs cannot be taken inside the shop.

Directions:

Paul Russell and Company is located at 106 Western Avenue, Essex, MA 01929. Telephone (978) 768-6092. Follow Route 128 North to Exit 15, labeled "Manchester/Essex." Turn left at the ramp stop sign, crossing over Rte. 128 toward Essex.

Follow this tree-lined road (School St.) for about five minutes into Essex, where you come to a stop sign. Turn left (West) onto Route 133. Go approximately a half-mile (past restaurants and antique shops). Leaving the Periwinkle Restaurant on your right, turn left (South) off Rte. 133 onto Route 22.

Approximately a half-mile along Rte. 22 you will see on your left a sign for 106 Western Avenue, "Gullwing Service Company dba Paul Russell and Company." (If you come upon the Essex Building Center on your left, go back.) The entryway passes over a small stream. Our front entrance is at the far right end of the complex, around the corner at the top of a small rise. We are about 4.5 miles from Route 128.

Tour Is oversubscribed - Reservations are being taken for wait list only. Contact Chris Ryan: Ryan28@charter.net to be placed on the wait list.

PRECISION AND PERFORMANCE DEFINE YOUR PORSCHE - AND OUR SERVICE TEAM.

Your Porsche is designed to meet and exceed all of your expectations. You can expect the same level of excellence from *Eurotech Advanced Automotive*. Our goal is simple - to provide you with a premium level of service so you get the most from your Porsche. When you bring your Porsche to *Eurotech Advanced Automotive* for service, you'll know exactly what to expect. Expect Excellence.



EUROTECH
ADVANCED AUTOMOTIVE

EVERYTHING TO KEEP YOU IN FRONT OF THE PACK AND WINNING!

- Factory Computerized Diagnostics
- Maintenance Service & Repairs
- Wheel & Tire Service
- Dynapack Dyno Services
- Corner Balance
- Four Wheel Alignment
- Custom Fabrication



EUROTECH ADVANCED AUTOMOTIVE
14 Grant Street
Framingham, MA 01702

phone. 508.879.9911
fax. 508.879.9119
www.eurotechracecars.com

EUROTECH
ADVANCED AUTOMOTIVE

w w w . e u r o t e c h r a c e c a r s . c o m

An Evening With Leonard Turner - Panorama Chief Photographer Saturday, February 2010 @ Larz Anderson Museum of Transportation

Leonard Turner is the Chief Photographer for PCA's Panorama magazine, and all of you are familiar with the high quality cover shots, as well as inside content of our Club's great magazine. In February, NER will host an evening with Leonard at Larz Anderson Museum of Transportation where he will do a presentation on some of his fabulous photography collection. Leonard has many fascinating stories to share about behind the scenes happenings surrounding many of his photographs, as well as other adventures around the globe that he and his wife Betty Jo, the Chief Editor of Panorama have enjoyed over the years in the course of producing Panorama.

This will be an evening event; we will have a cash bar and snacks on hand, with time to socialize with fellow PCA members, and to meet Leonard and Betty Jo in person before and after the presentation.

At this time, details for the event are still being finalized and will appear in next month's issue of the *NOR'EASTER*, as well as on the NER website at www.porschenet.com.

Directions:

From Boston:

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

From Points North:

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

From Points South:

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

From Points West:

Take Route 90 East until you reach Route 128/Rt. 95. Take Route Route 128/95 South to Route 9 East towards Boston. Follow Route 9 about 5 miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach your next set of lights. Take a left at the lights on to Newton Street. Immediately bear to your right and follow 1.4 mile. On your left will be Larz Anderson Park and the entrance to the museum.

Registration Request:

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

**Please pre-register for this event by February 1st ; email Chris Ryan at ryan28@charter.net
or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451**

Thrill Rides 2009 - NER's Driver Education Ground School Returns Sunday, February 21st - Starting @ 10:00 AM, Hosted By HMS

Ladies, gentlemen and younger drivers... if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2010 on Sunday, February 21st. This is NER's annual introduction to our Driver Education program, graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at www.hmsmotorsport.com/info.

This interactive classroom session will give you a great overview of NER's on-track driving program. We'll discuss the fundamentals of high-performance track driving and how these techniques can be applied to improve your everyday street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only." Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 21st. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30 am, followed by our presentation from 10:00 am - 12:00 noon. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment. At the end of the program, HMS will host a pizza lunch.

Sure, February 21st is a Sunday morning in the deep mid-winter but before you know it, your fellow Porschephiles will be driving on exciting tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer. So, please mark the date on your calendar and join us...!

And remember, attending this Ground School in no way obligates you to sign up for a DE event. We do hope, however, that you agree the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road-racing track. Questions? — e-mail sartick@verizon.net.

Who should attend?

Anyone interested in learning about our 2010 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2010, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license, and be 18 years or older.



"Prior to attending last years ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"

Sarah Anderson 2006 Attendee

NER 2010 Driver Education Ground School at HMS Motorsport - February 21st @ 10:00 am

Name (s) _____

Address: _____ City / State / Zip _____

Phone: _____ Email: _____

Cost: Early Registration (**must be postmarked by January 31st**) - \$10/person; Late/Onsite registration - \$20/person
Send check (payable to NER/PCA) to Steve Artick, 17 Colburn St, Burlington, MA 01803

Rambling Off To The MountainView Grand April 30th to May 2nd, 2010



While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside April 30-May 2, 2010 and make plans to join our 2010 Ramble to The Mountain View Grand (MVG) in Whitefield, NH. We always welcome you in whatever you chose to drive on the Ramble even if it's not a Porsche. NER's annual ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 140+ Porsches driving the back roads of NH the way our cars were engineered to be enjoyed... and you don't have to give up sex and food. Well... I'll take care of the former, but you're on your own for the latter. You'll have the option of arriving at the MVG anytime on Friday (at a low negotiated rate, separate from the rest of the Ramble) to enjoy the activities available in and around resort. Note that, for the past several years, 99% of you have arrived on Friday to begin your partying. In fact, I've gotten our rates beginning on Thursday and extending through Sunday. Check things out at www.mountainviewgrand.com.

The MVG has 145 rooms, and we want to own every single room they have. The public spaces are better suited to us if we don't have to put up with non-Porsche riff-raff, unless of course they're your guests and then we welcome them with open arms, even their M45 or RL or XC70. I've worked out fantastic pricing that we haven't seen since 2005, so there's no reason for you to miss this Ramble.

In addition to the January *NOR'EASTER*, where you usually find full details and registration information, you can Ramble info on the website, and we'll get out an e-mail blast as well. In fact, if you're in my database you may even get an e-mail directly from me. Register promptly unless you're a masochist and enjoy being on waiting lists.

See you on the back roads, Your Ramblemeister Bruce

**PORSCHE, BMW
& MERCEDES
SPECIALIST** **ALL INSURANCE
WORK**



**MIKE'S
A U T O B O D Y**

MIKE NOONAN (781) 324-9831
251 BROADWAY, MALDEN FAX 324-1804

STUTTGART NORTHEAST, INC.




SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT stuttgartarne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923

Congratulations
Porsche Club of America
Northeast Region
on 50 Great Years



A Visit To Precision Automotive Restoration

Copy By Chris Ryan, Photos By Ted Shaw & Charles Carchedi

On Saturday, October 24th, 40 NER members gathered at Precision Automotive Restoration in Newburyport, MA. Precision AR is a vintage restoration shop that specializes in the great European cars from the 1950s to the 1970s, including Porsche, Mercedes-Benz, and Ferrari. They have prepared winning cars for a variety of well-known Concours events such as Amelia Island, Cavallino, and Pebble Beach. They also do a lot of restoration and prep work, track support for owners of vintage and classic cars for vintage racing, and they specialize in custom seat restoration and repair work.

We were hosted by owner Mark Allin and his wife, Carrie, who extended the utmost in hospitality by opening their shop to us on a Saturday, and spending the next several hours providing an extremely enjoyable and informative tour of their facility.

After spending some time enjoying coffee and donuts, catching up with fellow members, and having a preliminary look around the shop, Mark brought us together for a well-guided tour through his shop. First up were a couple of true racers, a Porsche 906 and a 908, sitting side by side. The 906 was one of 65 produced in 1966 as the last street legal racing car made by Porsche. Mark described its construction, which resulted in a car weighing a remarkable 1300 lbs or so. He went on to describe a bit of the car's history, and how VINs were routinely swapped during race events when cars needed a quick substitution. While researching the history of this car, it was learned that due to this practice, the car turned out to be even more original than originally thought, much to the surprise of its current owner.



Carrie Allen describes the shop's work



Porsche 908



Carrie and Mark Allin

Next we wandered over to the 908 short-tailed coupe, which weighed in at a mere 1400 lbs. This car had the flat 8-cylinder race motor designed by Porsche to meet the new allowable 3000cc displacement limit of 1967. Weight reduction was



Mark describing the work being done on a 356

achieved through extensive use of titanium and drilling of parts wherever possible. By comparison, a GT40 of the same era weighed in at 2400 lbs.

continued on page 20



A very racy orange 914



A blue 356 in the restoration process

We admired a Corvette owned by the shop foreman, as well as a '50s vintage VW cabriolet that had spent most of its life on Nantucket, before happening upon one of the several Mercedes 300 SLs spotted throughout the shop. An alumnus of Paul Russell's operation in Essex, Mark is no stranger to these beauties and cares for a number of them for his customers.

Over in the corner, half raised up on a lift, sat a gorgeous Ferrari 275 GTB/C that has quite a history at Precision AR's shop. Built



Shelby Cobra shown at Amelia Island

to look like a production car, the 275 GTB/C was anything but with its high output competizione engine, lightweight chassis and paper-thin alloy skin making it weigh 300 pounds less than production 275 GTBs at about 2100 lbs. Designed by Mauro Forghieri and built by Ferrari's racing department, only 12 of these special cars were produced. Precision AR has restored this seventh car built to a concours car, after a career of racing that included a crash. You can view the process on their website at www.raredrive.com.

Next up was a very nice looking Cobra, prepared for showing



Porsche 906



Bob Canter welcomes everyone to the meeting at the Amelia Island Concours. Mark was not shy about expressing his feelings about this car as compared to some of the more exotic (and well built) European models he has had the pleasure to know. Without disrespecting the car, he described various construction details that set this car apart from the

finer craftsmanship seen in the Euro cars. Muscle car or sports-car wanna-be, it was nevertheless very pleasing to the eye.

We entered the body prep area and paint shop which had a 1972 911 ST up on the frame jig undergoing a complete "frame off" (if you can apply that term) restoration involving complete paint stripping to bare metal with plastic pellets. Its owner is interested in restoring it to its original design, which included blue and white scales down the sides of the car.

As we came back through the shop, attention turned to a Signal Orange 914-6 prominently displayed. Mark explained that the car had been sourced from Lenny Cummings' shop over in Stow, and the owner wanted to replicate a true 914-6 GT like the one in the lobby, owned by Mark and used in various vintage racing events. No doubt, with the attention to detail that goes into the work done here, that customer will get his wish.

This was NER's first visit to Precision AR, suggested by NER member Ted Shaw after seeing an article written about them in the Boston Globe. Mark and Carrie provided an extremely enjoyable and informative tour of their impressive operation, sharing their passion and detailed knowledge of these cars in the process. We thank them for a most enjoyable visit, and hope to visit this impressive operation again in the future.

Let us help you with that...

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.

HMS[®]

motorsport

www.hmsmotorsport.com
 9A Electronics Ave Danvers, MA 01923
 888-467-3269 • M-F 9am-7pm Sat 10-2

SCHIROTH

RACING



Motul & Red Line Fluid • HANS Device
 Racing Suits, Shoes & Gloves • HJC, Arai & Bell Helmets
 Racing Suits, Shoes & Gloves • Safety Devices Rollbars

Porsche News

Copy & Photos Courtesy of Porsche Cars North America

Porsche 911 GT3 R - New Racing Version for International GT Sport

Stuttgart – November 19 -- Following the Porsche 911 GT3 Cup, Dr. Ing. h.c. F. Porsche AG, Stuttgart, is entering yet another racing car in the 2010 motorsport season: The 911 GT3 R will be raced in series based on the international FIA GT3 regulations, succeeding the 911 GT3 Cup S. The main focus in developing this new model was on better drivability and easier handling.

The 911 GT3 R is powered by a four-liter six-cylinder boxer engine delivering maximum output of 480 hp (353 kW) transmitted to the rear axle by a sequential six-speed dog gearbox.

The starting point in developing the 911 GT3 R weighing just 1,200 kg or 2,646 lb was the Porsche 911 GT3 Cup presented in September for one-make cup racing. Thanks to its increase in engine size by 0.2 liters, the GT3 R offers 30 bhp more than the Cup model. Both cars are based on the extra-wide body of the 911 GT3 RS street-legal sports car.

An anti-lock brake system (ABS), traction control and an e-gas with "throttle-blip" function make it much easier to get used to

this new GT3 racing car than its predecessor, meaning that the new model is also more appropriate for the ambitious amateur racing driver.

Flared wheel arches added on to the body both front and rear bear clear testimony to the wider track than on the former model. And like all second-generation versions of the 911, the new 911 GT3 R also comes with striking LED rear light clusters.

The Porsche 911 GT3 R will make its world debut on January 14, 2010 at the Birmingham Motor Show. The car is built by Porsche's Motorsport Department at the Weissach Development Centre and will be delivered to Customer Teams the world over as of spring 2010. The base price of the Porsche 911 GT3 RS is 279,000 Euros plus local sales tax/VAT.

2011 Porsche Boxster Spyder: Light, Powerful, Purist Roadster to be Introduced at Los Angeles Auto Show

ATLANTA – November 5, 2009 – Weighing in at just 2,811 lbs., the new 2011 Porsche Boxster Spyder will be the lightest Porsche available – from a company known for lightweight,



Porsche's new 911 GT3 R

proficient sports cars. This new mid-engined roadster represents the true, purist form of the sports car – agile, powerful, open and efficient. This third Boxster model will join the Boxster and Boxster S and will make its world debut at the Los Angeles Auto Show, December 2, 2009.

The newest member of the Boxster family stands out from the other versions of Porsche’s mid-engined roadster. Its low-slung, lightweight soft top – when closed – extends far to the rear to protect the driver and passenger from bright sunshine, wind and weather. This top, when combined with extra-low side windows and two striking bulges on the single-piece rear lid, provides the Boxster Spyder with a sleek silhouette reminiscent of the Carrera GT.

The Boxster Spyder features a 3.4-liter six-cylinder engine with Direct Fuel Injection upfront of the rear axle. Maximum output is 320 horsepower (hp), 10 hp more than the Boxster S. The combination of 10 more hp and 176 pounds less weight than the award-winning Boxster S, plus an all-new sport suspension that lowers the Boxster Spyder 20 mm, a lower center of

gravity, a standard limited slip differential, and exclusive wheels provides the kind of driving dynamics that back up the unique look. Aluminum door skins and lightweight interior door panels from the 911 GT3 RS contribute to the weight reduction.

When equipped with Porsche-Doppelkupplung (PDK) transmission and the Sports Chrono Package, the new Spyder, using Launch Control, accelerates from a standstill to 60 mph in 4.6 seconds. Top track speed is 166 mph – with the roof open.

The entire Boxster family is the successor to the legendary 550 Spyder and RS 60 of the Fifties and Sixties, all sharing the same mid-engine roadster concept. Low weight and supreme agility combine to provide outstanding driving pleasure.

In 2004 and 2008 Porsche produced limited editions of the Boxster bearing the additional name Spyder, honoring the 550 and RS 60. In contrast, the new Boxster Spyder is a regular, but specially developed and upgraded production model as compared with the Boxster and Boxster S.

The 2011 Boxster Spyder goes on sale February 2010. U.S. pricing is \$61,200.



2011 Porsche Boxster Spyder

Porsche Builds New Paint Shop with Latest Environmental Technology

Atlanta, November 3, 2009 - Porsche AG has announced it is expanding its innovative automobile production at the main factory in Stuttgart-Zuffenhausen to include one of the most modern and environmentally-friendly paint shops in the world that will significantly reduce overall emissions of this notoriously problematic industrial process and still result in a more superior paint finish on the cars going through it.

The factory at Zuffenhausen is where Porsche builds all its 911 and Boxsters sports cars.

The outer skeleton structure of the new paint shop has already taken shape, with the steel supports set to be completed in early 2010, and the entire facility is scheduled to be operational by 2011.

The paint shop will be run on two-shift-operation with a daily capacity of up to 170 911 and Boxster models at the Zuffenhausen facility. The latest environmentally sensitive technologies are being used during the new construction process as well as for the painting operation. For example, the painting process will feature complete dust protection with 100 percent

encapsulation. This method not only enhances the already high quality of the vehicle paint coat, but also reduces the required amount of conditioned hall air required.

A unique electrostatic precipitator for paint dust will further cut the emission of solvents and particles to a minimum. The painting process is able to coat the cars without the mandatory 195-foot-high exhaust smokestack usually required to dissipate paint dust exhaust. This is attributed to the increased amount of circulated air and the exceptionally effective exhaust air purifier that only requires a small smokestack, which extends 33 feet above the roof.

Another environmentally-friendly innovation for the shop is a highly efficient energy management system.

"With the new paint shop, Porsche is ensuring that it will deliver surpassing quality in Zuffenhausen today and tomorrow - while also conserving resources in an exceptionally ecological and economical manner", explains Wolfgang Leimgruber, Member of the Executive Board for Production and Logistics, Porsche AG.

Porsche is relying on regional specialists for these technical innovations.



Assembly line at the Porsche factory

The Stuttgart-based Maschinen- und Anlagenbaukonzern Dürr AG, as the general contractor, is equipping the painting lines with the latest application technology, driers for hardening the paint as well as control and conveyor technology.

"Porsche will have one of the most modern paint shops in the world that will initiate new potential for quality and productivity, thereby setting new standards," explains Ralf Dieter, Chairman of the Executive Board at Dürr AG.

The pretreatment system and cathodic paint dipping system with novel conveyor technology and the electrostatic separator for paint particles will be supplied by the Böblingen system provider, Eisenmann, a sub-supplier of Dürr AG.

With a comprehensive wastewater treatment facility, this environmentally-friendly technology enables effluent levels that are many times less than legal limits.

"Porsche is the first automobile manufacturer in the world to use this technology", explains Dr. Matthias von Krauland, spokesperson for the Executive Board of Eisenmann AG

AN IMPRESSIVE MILE STONE

HAPPY 50th ANNIVERSARY

MAY THE ROAD AHEAD
LEAD YOU TO MANY
MORE GREAT FRIENDS
AND GREAT CARS



SIGNET

INVESTMENT ADVISORY GROUP

101 Dyer Street Suite 3c
Providence, RI 02903
401-621-2221

Bargains Galore At NER's Annual Auction

Copy By Chris Ryan, Photos By Dave Weber

It was a gorgeous, unseasonably warm Saturday morning, so I decided to pack the food and supplies for the 2009 Auction at Lars Anderson into my 993 and take a nice drive into Brookline. After all, the car needs exercise, and what better excuse than a PCA event to take it out just to keep the juices flowing. Of course, I had to drive pretty conservatively with all the sandwich platters stacked up behind in the back – it's amazing what you can actually stuff into a 911!

I arrived at Lars Anderson to a very quiet scene. Luckily, the Museum attendant had been expecting us, and was upstairs in the office to direct me to the chairs and tables. After hauling a few heavy tables out of the back room, fellow member Antonio Almeida showed up and quickly pitched in to help.

As if on cue, at approximately 11:15 am, PCA members started popping in through the museum's front door bearing various car-related goodies for the auction. By 11:45, there were about 50 NER members milling around in the main room surrounded by some fabulous examples of classic American automobilia, which were on display as part of the museum's current exhibit, "The Style and Innovation of the American Automobile". These cars stood out as icons of another era, and included a '50s Fairlane convertible with its top, which probably weighed more than a Porsche, positioned halfway through its travel, exhibiting the monstrous mechanism used to slide it into the trunk.

The goodies were stacked on the tables, and people had a chance to have a look at the goods while munching on sandwiches and sodas set up for the event. After lunch and some socializing, the event was called to order by yours truly. Our respected Auctioneer, Tom Tate, took his post and began the proceedings.

Items ranged from a clean set of Porsche factory manuals to wheels, to cologne-bearing models, some of which still had



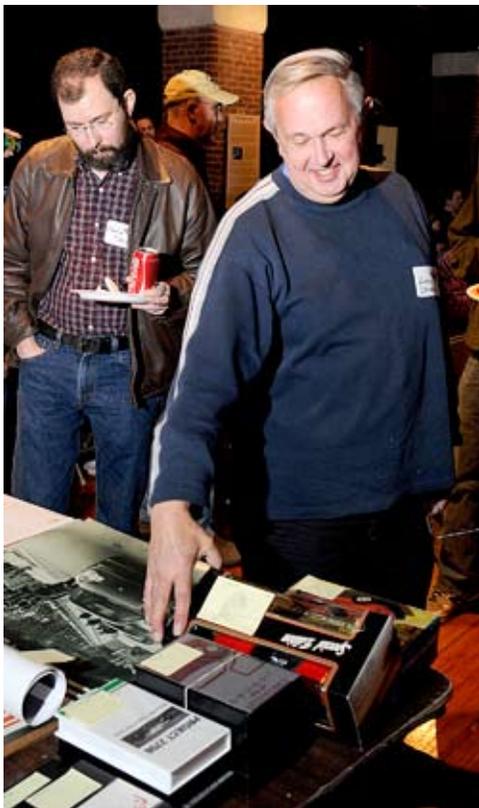
Lots of bargain hunters



Auctioneer Tom Tate



These items sold at a significant discount



Checking out the merchandise



George Markley and Don Plant

the cologne in them! Tom started the crowd off with the usual explanation of the rules of the game, then proceeded to entice the bidders to part with their dollars employing various means ranging from enthusiasm for the items to be sold to downright guilt-tripping. Although the crowd was a bit less enthusiastic

than previous years, various useful objects managed to change hands, including a brake bleeder and some handy garage tools. Porsche books and 'garage art' posters were a big hit, as always. A bunch of VW-related paraphernalia had been dropped off by one attendee, fortunate that VW owner Evan Tong was present to pick up a number of these items, including books and models. Speaking of models, I was fortunate to bid on and win a red 993 model, which matches my car, to add to my collection.

Aside from a number of crystal Porsches and more cologne-bearing Porsches, toys and radio controlled models were popular items for the crowd, especially as Tom repeatedly reminded the grandparents in the crowd about how great these things would be as gifts for the family — and rightfully so.

At the end of the day, much of the merchandise had changed hands, including a clean set of 17" wheels for my 'real' 993 that I purchased from fellow member Charlie Learoyd, and for which I had been looking to replace the 16" wheels on my car. Now I'll have to do some tire shopping this winter. Once again, PCANER wishes to thank the Larz Anderson Museum for hosting the event and to Tom Tate's auctioneering talent to make this yet another successful and entertaining event.



Morgan Stanley

The Ledoux Greer Group

Your destination is unique. Your financial road map should be too. At Morgan Stanley, we provide a personal and comprehensive approach to helping you manage your wealth so you can spend your time enjoying your passion.

Talk to us today and we'll help you get started.

Bruce Ledoux
Senior Vice President
Wealth Advisor

The Ledoux Greer Group
45 William Street, Suite 130
Wellesley, MA 02481
Toll Free: 866-752-4220
bruce.ledoux@morganstanley.com

Investments and services are offered through Morgan Stanley & Co. Incorporated, member SIPC. © 2007 Morgan Stanley

NY CS 9650281 12/07

Out For A Spin - Autocross #5 Report

Copy By Geoff Kronik

Near freezing temperatures, steady rain, and a bitter wind. Thirty-three drivers came to Devens for NER Autocross #5, a competitive event transformed by New England weather into a very large skidpad.

It was a perfect day for autocross. Why? There was the psychological side, which, for a certain category of folks, says that delight is proportional to discomfort. In other words, it's fun to be out there when many people look at the forecast and stay inside.

Then there was the educational aspect. The slick runways of Devens reinforced that the laws of physics are indeed laws, not theories or suggestions. Break them and you suffer consequences, such as Ron Mann approaching your car with a look that says your driving has just made him aspirate his cigarette. In fact, at the driver's meeting Ron had issued a "one-and-you're-done" safety alert for drivers who might venture off the pavement and into the grass. I hadn't heard this at previous events, so the warning surprised me. Far more of a shock was when, after a nauseating 540-degree whirl, the first offender of the day was me. Though Ron gave me a reprieve, he made it clear that a car on the grass can be a car on its roof, a position in which no one wants to be.

Ollie Lucier's good fortune was to be co-driving my excellent car that day, but his misfortune was to be instructing its less-than-excellent owner on every run. "Listen," he told me, by way of analyzing my previous exercise in Cayman rotation, "when I said 'let's take her out for a spin' that wasn't what I meant."

In autocross, as in life, the proper approach when things go wrong is analysis followed by correction. That's the proper approach. I prefer to assign blame and evade responsibility, so I pointed the finger back at Ollie. If he hadn't accepted my offer to co-drive, and worse, go first, I wouldn't have seen what my car could do in capable hands. I would not have headed onto a wet course and assumed that I needed only to be more aggressive, i.e. plant my foot on the gas and leave it there.

"It's different in the rain, Geoff," Ollie said. Oh? His performance, and that of every other driver — yes, I had the Slowest Time of the Day, but somebody has to — suggested the difference applied only to me. And, since Ollie was driving my car, I could not ascribe his superior times, as I usually do when someone in a stock Cayman S outdoes me, to some secret and unfair equipment advantage.

What does one learn from autocrossing on a soaked surface? That friction, of the sort needed to mediate between competing vectors, is a fair weather friend. In order to woo it in the rain, my entire approach had to change. Straight-line braking? As crucial as ever. Quickly back to the gas? Yes, but smoothness was never more important. Hasty steering inputs? Hello cones, or worse, the grass.

The sloppy conditions ended up being a laboratory for proper autocross technique, because the severity of consequences went well beyond the magnitude of the offense: a small mis-

take could mean a big spin. The result of my adjustments may not have been speed, but I believe the disciplines learned on a wet surface will quicken my performance in the future, in the dry.

With the season over, the post-event atmosphere at O'Hanlon's was valedictory, and for drivers like Jeff Johnson, who won his class that day, and others who'd solidified season wins, celebratory. And everyone had the chance to look back in gratitude on the jobs done by people like Jon Cowen and Ron Mann, whose respective registration and organizational duties benefit the rest of us.

As I drove home snow began to fall, prompting me to imagine what that might be like on the course. I considered the possibility not with anxiety, but interest. Driving in the rain had changed my perspective on what makes a good day of autocross, and for anyone who decides to not come out because of bad weather; it's worth considering the learning opportunity one misses by staying home.

And regardless of what may be coming from the heavens, you are still spending the day around Porsches and the people who drive them, a pastime that is never less than its own reward. Among the crowd at the bar after NER #5, there may have been an increase in the strength of refreshments — think Irish coffee — and rich servings of chili and fish 'n'chips were popular for taking the chill off, but the only regrets, had anyone articulated such sentiments, would have been about the long wait until next season begins.



**ATLANTIC COAST
TRAILER SALES**

Sales • Service • Parts
NEW LOCATION
Boulder Industrial Park
Building 10-A
(Behind Northern Equipment)
off Route 20 in North Oxford, MA

888-414-2287

Results Autocross #5

Class	Place	Driver	Car Model	Total
1S	1	Francis ODay	914-6	57.936
2S	1	James Shepard	944	52.447
	2	David Case	944	52.812
	3	Bill Aubin	944	55.555
2R	1	Georges Rouhart	968	51.325
	2	Neil Halbert	944 S2	52.79
3S	1	Derek Kenney	911	54.864
	2	Reid Van Gorder	964	56.05
3R	1	Jeff Johnson	911 Carrera	52.802
	2	George Skaubitis	911 RSA	53.691
	3	Chris Ryan	911 Carrera	55.386
	4	Christine Skaubitis	RS America	56.751
	5	Robert Canter	911 Carrera	57.505
4S	1	Gary Hebner	Boxster	55.9
	2	James Bowers	Boxster S	58.107
5S	1	Bill Seymour	Cayman	48.096
	2	Ollie Lucier	Cayman S	48.945
	3	Stephen Keen	Cayman	50.744
	4	James Carolan	Cayman	51.216
	5	Geoff Kronik	Cayman S	61.03
6S	1	Glenn Champagne	996	48.183
	2	Christopher Fahy	911	49.355
	3	Dara Ambrose	996	51.333
	4	Sean Sullivan	996	53.536
	5	John Voyta	996	58.187
	6	Benjamin Chang	996	dns
	7	William McGillivray	C4S Cab	dns
8	1	Jake Moreau	997 C4S	46.067
	2	Mike Tosi	997S	48.513
	3	Robert Cipriano	997 C4s	49.842
	4	Eric Liu	Carrera S	52.114
9	1	Steve Smith	944	54.633
10	1	Kenny Conway	911 Cup	47.824
	2	Ron Mann	911	49.771
	3	Ken Conway	911 Cup	55.984
12	1	Jonathan Cowen	BMW M3	48.418
	2	Brandon Mulkern	BMW 325i	54.792

Since 1956, Auto Engineering has been renowned for the service and sales of legendary German cars.

Porsche Master Technician JAMES COOGAN

Even before joining our team of Master Technicians, James Coogan's résumé was unrivaled.

- Nine years of experience working on Porsche racing vehicles
- Five years at a Porsche dealership
- Porsche 930 Turbo specialist at Andial Porsche racing shop in California
- Work on legendary racing cars such as the 917 and GT3-RSR
- Restoration work and modifications on Porsche vehicles

Auto Engineering of Lexington

INDEPENDENT EXPERT SERVICE FOR
PORSCHE • MERCEDES
BMW • VOLVO • AUDI



436 Marrett Rd. Lexington, MA

781.676.7700

www.autoengineering.com

senses and realized I should probably focus my efforts on finding a job. So it was a sad day when I parked the track car in the garage for its long winter hibernation. I still need to add some STABIL and hook it up to a trickle charger, so I will see it again soon.

On the job front, I have had several interviews and it seems that companies are beginning to realize that they will need to hire if they want to prepare for future growth. The only drawback is that the whole hiring process is moving at a snail's pace. I am still waiting to hear about the next steps for four possible positions where I have gone through the first round of interviews.

I guess there are so many qualified candidates out there that companies want to do an exhaustive search before they decide on final candidates. This is where my patience has helped me tremendously. While I am hanging around waiting for the calls, I have been networking. I was recently invited to attend a User Group meeting in NY State. The vendor and I go way back as I was their first U.S. customer.

I have also spoken at conferences and group meetings for them, so I guess they like me. Anyway, the conference was held in Mt. Kisco, NY. I had never heard of it before and to me it sounded like a vacation spot for people escaping New York City. In checking Google Maps I discovered that it was about three hours from Walpole, which meant it was only an hour from my parents in NJ.

Therefore I decided to visit my parents and use their home as a base for the conference. This way I would not have to be driving a total of six hours in a single day. So, back to the conference. As I said it was in Mt. Kisco and what I also discovered was that there aren't a whole lot of things that I know of to do in this part of NY.

There is one thing though that I learned that they do have. They have NY Grand Prix, which is just like F1 Boston. The vendor was holding their conference at this indoor carting place and all of the attendees would participate in an endurance race at the end of the day. This was definitely going to be a fun time. The format for the race was that there were seven teams, each having four drivers. The endurance race, which it truly was, would last for two hours. Each driver had

to do at least one stint in the cart, and one strategy would be to have each driver do two fifteen minute sessions. It all made perfect sense. Unfortunately, my team had only three drivers since one had to leave before the race started.

Of the three of us, one lasted only 10 minutes in the cart before she declared she was done for the race. There were a few really good drivers — I count myself in that category, thank you very much — and we would take turns posting the fastest lap times. My team led during the very beginning of the race, but our fortunes soon changed and we found ourselves down two laps after an hour of driving. It was decided that I would drive the final leg of the race. My previous fastest lap of the day had been beaten by another quick driver by three tenths of a second, so this would be my last chance to redeem myself. What I really needed at this point was some open track so I could make a run at the FTD. I didn't really give us a chance at making up two laps at this point in the race, so I wanted something for our team to be proud about. Anyone who has carted knows that the key to driving these things is momentum, as the carts do not have any torque whatsoever.

Well, I drove like a mad man and had to pass a whole boatload of people before I saw any open track. Since the track was only about a quarter of a mile, I quickly caught back up to the people again. I managed not to spin, or get sideways too much, and this helped in my overall speed for the run. I had no idea if I had managed to secure the FTD and then I saw the White Flag for the final lap. The next time I came around to the Start/Finish line, the guy holding the checkered flag pointed at me and then waved it.

Holy aching back Batman, I think I won! As I was finishing up my cool down lap the flagger waved me back to the finish line and handed me the checkered flag. I then had my picture taken and got to do a victory lap. Yahoo! When I finally got back to the pits my teammates told me that I had managed to get FTD too. Double yahoo! Let me tell you though, after being in a cart for almost an hour of the total two hours I was exhausted and sore. Now it was Miller time! I did receive a really nice trophy for all my troubles, and the vendor wants me to come back next year to defend my title, so I will call this little venture a success. Next up for me are Thanksgiving and Christmas. This year we are staying local for turkey day. Friends of ours in the neighborhood will be spending Thanksgiving with us, so we will have a small crowd. Then for Christmas we will plan on visiting my parents and brothers in NJ. Hopefully the weather cooperates for all events.

Now for my 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!

BOSTON'S PROPERTY EXPERT
ROB COHEN, CRS, ASR, ABR

President, Managing Director
 Broker, REALTOR® 
 #1 Ranked Broker Back Bay
 Units Sold MLS 2007

Search all MLS listings
www.robcohen.com
 617.962.0142



SPECIALIZING IN:

Back Bay	Midtown
Bay Village	North End
Beacon Hill	Seaport
Brookline	South End
Charlestown	Waterfront
Leather District	West End

Real Advice. Real Results.
*When you are really ready to buy or sell,
 I'm available to make it really happen.*

 Boston Realty Advisors
 RESIDENTIAL
 715 Boylston Street • Boston, MA
 617.962.0142 • rcohen@bradvisors.com
www.robcohen.com

very popular event with a waiting list. So members would be encouraged to sign up right away when the announcement appears in the *NOR'EASTER*. The Annual Gala dinner scheduled for December 5th already has 50 people registered. Accommodations are available at the International Country Club in Bolton, MA. A forthcoming e-mail blitz will remind those who have yet to register. Chris is working on a photography evening event in March/April. The 2010 NER Ground School will be held on February 21st at 10:00. Registration forms will be posted on the website.

Karen provided the Treasurer's report. The financial statements were circulated in advance of the meeting. It was noted that final expenses for the Newport event were expected in the coming weeks. After a short review, a motion was made to accept the financials as submitted. The vote was unanimously approved.

Membership chair Dick presented the status of members. Total primary members reached 1322. This is up by three members since last month. There are 971 affiliate members. Together this totals 2293 members, which makes NER the 9th largest, out of 150 PCA regions.

Dave provided the *NOR'EASTER* update, by first reporting that the Ballot and newsletters went to the printer this week. Then he ran through the list of assignments and publications deadlines for the next issue. There were still a few outstanding submissions on articles, photos and issues for the regular columns. He also mentioned that he and Susana had spent time with Pete and Judy LaRoca, to show them the ropes of producing the monthly publication. It was also noted that Susana would stay on as Advertising chair to prepare graphic material, and that John Koenig would continue to serve as copyeditor. Dave reported that another club member had expressed interest in becoming Editor, so he will follow-up to determine the person's level of interest and skill. In an effort to help a new person ramp-up, Dave would make a current assessment of all the duties that he and Susan had managed. This would help them analyze if some tasks could be done in a different way. Dave will document those tasks and determine where it might be feasible to make changes or distribute some tasks to others.

For new business, the board began reviewing the previous list of names of possible candidates for the three awards. It was confirmed that various items have been donated to this region by Zone 1 that could be treated as door prizes at the Annual Gala. It was also noted that a new candidate for Secretary was needed before the New Year.

Bob Cohen provided an update on his proposal for the region to help support a charity. After researching many programs, he presented a detailed recommendation for how a program could be structured within NER. The board members listened with keen interest. Bob agreed to circulate the details about the proposal to the board for further consideration. With no other business to discuss, it was determined that the next meeting of the board will be held on December 9th at the Bergen's home. The meeting was adjourned at 8:43 pm.

Upshifting - continued from page 12

Maxine's Words of Wisdom... or put down

- "Wipe your mouth, there's still a tiny bit of bullshit around your lips"
- "Everyone seems normal until you get to know them."
- "Shhhhhh, that's the sound of nobody caring what you think"
- "Don't believe everything you think"
- "Well, aren't you just the most adorable black hole of need"
- "Never go to bed angry... stay up and plot your revenge"
- "If there is a tourist season, how come we can't shoot them?"
- "As long as there are tests, there will be prayer in public schools"
- "Don't let your mind wander... it's too small to be let out on its own"
- "You're not yourself today... I noticed the improvement immediately"
- "I hear you changed your mind at last... what did you do with the diaper?"

German & Italian Auto Repair Specialists

BMW
MERCEDES
PORSCHE
AUDI

ALFA
FERRARI
MASERATI
LAMBORGHINI

Motorsport LTD.

(617) 783-3078

www.MotorsportGarage.com

- ◆ Service ◆ Repairs
- ◆ Bodywork ◆ Restoration
- ◆ Computerized Diagnostic Equipment
- ◆ Full Line of Agip Products
- ◆ Computerized 4-Wheel Alignment
- ◆ Certified for Air Conditioning Repairs



motor oils

Located near the Green Line on the [Ⓟ]

410 Cambridge Street, Allston ◆ 1/4 mile from Storrow Drive & the Allston/Brighton Exit off Mass. Turnpike

paper in a manner that will engage the reader. I've certainly developed skills in graphic programs that I'd never have acquired were I not in the editor role. I've become a better photographer as I spent time recording the region's many events. But best of all, we've met lots of terrific people in the club (probably annoying more than a few of them along the way) as a direct result of being at the core of the club's activities. I know of no better way to maximize one's enjoyment of the Porsche Club than to be constantly involved and active.

We're of course going to be active participants in the region's many activities so you'll still see us around. I'll probably still be bugging people to take their pictures, and we'll still be instructing at driver education events, and Rambling annually. I'll not miss going to board meetings, 300 of those is enough!

Finally the really good news that I'm sure many of you have been wondering about. The dire forecasts that the *NOR'EASTER* might cease publication for lack of a replacement for me have been put to rest. A very new member to the region, Adrianna Ross, has come forward to volunteer to become the region's new editor. We've met once, she's set in on the preparation of

this issue, and she'll be 'driving' the January issue (with me in the passenger seat). She's really excited to take on the role, and I have no doubt she'll get up to speed quickly. She'll of course need the same support many of you have given me over the years. She has much to learn about the region and the *NOR'EASTER*, so be a little patient as she settles into the role.

Four Speeds - continued from page 6

work areas seemed littered with tires, both new and used.

For some reason the smell of oil, gas and old rubber always seemed good to me, like the smell of roses to a florist I suppose. I almost miss that with modern cars. It takes all the fun out of the ride, I guess that's why old cars hold me in their grip. Whatever the reason, it sure is a joy to get into an old car, even if it's huffing and puffing and take it down the road. With the short days and falling temperatures I guess that I'll have to wait a few months to feel that way again but it's still fun to remember how we got here all those years ago. KTF

WWW.CARPARTCONNECTION.COM

NEW

Buy quality domestic and import auto parts at **low prices.**

radiators



water pumps



struts



ignition wires



rotors



brake pads



spark plugs



oil filters



fuel filters

Acura, Audi, BMW, Cadillac, Dodge, Honda, Infiniti, Lexus, Mazda, Mercedes, Mini, Saab, Subaru, Porsche, Toyota, Volvo, VW, and much more are in stock and ready for immediate shipment.

PARTS@CARPARTCONNECTION.COM (978) 535-0636

Disclaimer: Parts sold and installed in shop are priced accordingly based on warranty and overhead costs.

Marketplace

For Sale

DAS Sport bolt-in roll bar for 996/997 (with sunroof). Would cost about \$1500 new (including shipping and paint). \$ 750 OBO. Please contact Sarah Anderson at sarah.kate.anderson@gmail.com

2004 GT3 OEM shocks/springs. Only 4000 miles on them. \$2500 OBO. DickAnderson114@gmail.com

'78 Porsche 924- 4 new perelli tires, new battery, motor is in good shape, all original, new wiring is needed. Great project car, must see to appreciate. Please call Gary at 860-230-2120 or 860-383-3166. \$1800 or best offer.

1965 356 Coupe: Slate Grey / Red Interior, Best Offer Please call for details. Car is in New Hampshire. Bob Harrison 508-528-8491 Cell 508-395-1901

'90 928S4: Auto, 95K miles, black/tan int, timing belt & water pump changed at 84K, runs like a scalded cat. \$11,500, Brian (603)463-0133, cell (603)703-3895

Classic 1975 911S - one owner, always garaged, all original with matching numbers. 71,900 miles. \$15,995. Contact Maralyn McPherson (401) 662-1259

Wheels: After-market 993 "Cup" style as sold by Tire Rack. Two 7-1/2" X 17", two 9" X 17", good to excellent condition, no center caps. Fit 993, 996, 997(?), Boxter, post-'85 944, 968. Asking \$600.00. Charlie, chl986@aol.com 978-263-4684.

Tires: Set of 2 Pilot Sport 235/40ZR18 (91Y) N3 tires for sale. I will separate so you can have a spare tire around in case one of yours is damaged. They were carefully removed, have better than 60% even tread and I'm asking \$50 each. The DOT date code is 2204. They may be picked up in Danvers. Jim Bowers 978-750-0957 or e-mail jbowers@nii.net

02 Porsche 996 TT: GT3 interior, adj susp, Second owner. Many upgrades. New factory installed engine with only 8k miles on it since installation. Have added well over \$10K in top-shelf upgrades: including tech equipment Stainless Steel Roll bar, and Schroth harnesses. Adjustable PSS9 Bilstein suspension and adjustable H&R Sway bars. Porsche GT3 Clutch and more. Engine is stock. Comprehensive warranty good to 100K miles. 58K miles, PASM, 6 SPD, full Black leather, 6 CD. \$49,995 or BO.. Jeff Attschler. email: caterhamsv2002@yahoo.com

04 911 GT3. Gray metallic paint/Black interior, OEM Recarro euro-sport leather seats, OEM stainless steel rollbar, all new Schroth 5pt harnesses. Track ready: H&R springs, Moton shocks. Stock wheels w. new street tires and 2 sets BBS track wheels w. Hoosiers. Many other upgrades, call for more details. \$62K Mike 781.929.1112

Advertising Guidelines

Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve for publication all advertising submitted.

Marketplace Guidelines

Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be faxed to (978)352-6819, or emailed to: david.weber1@verizon.net

FAB'S TO FILTERS



Custom Removable GT3 Cage
In-House By Musante Motorsports

Musante Motorsports Provides:

- Oil Change & Tune-Up
- In-House Dyno Tuning
- Alignment & Corner Balance
- Engine & Transmission Building
- Revo Tuning Software
- Safety Upgrades & Equipment
- Race Car Transportation
- Trackside Tuning & Support
- Race Car Construction & Maintenance

Musante
MOTORSPORTS
Porsche® Specialists

Call Chris or David for more information

800-381-5563

MusanteMotorsports.com

PORSCHE® PARTS, SERVICE
& PERFORMANCE
FROM PORSCHE® PEOPLE



CLUB RACERS
DE INSTRUCTORS

1265 John Fitch Blvd. (Rte 5) • South Windsor, CT 06074

P: 860.291.9415 • F: 860.291.9416

NER Board of Directors

President

John Bergen
11 Beethoven Ave, Walpole, MA 02081
Home: 617-720-6638 email: bergenj@comcast.net

Vice President - Administrative

Chris Ryan
28 Myrick Ln., Harvard, MA 01451
331 Bolivar St, 3H, Canton, MA 02021
Home: 978-772-9546 email: ryan28@charter.net

Vice President - Activities

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

Treasurer

Karen Cohen
110 Harvard Rd, Bolton, MA 01740
Home: 978-779-2226 email: robertncohen@spamarrest.com

Secretary

Jill Maserian
197 8th St, Apt 631, Charlestown, MA 02129
Home: 617-563-2551, email: Jill.Maserian@FMR.com

Membership

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

NOR'EASTER Editor

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

Past President

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

Committee Chairs

Chair - Autocross

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

Chair - Concours d'Elegance

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

Registration - Autocross

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

Chair - Driver Education

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

Registration - Driver Education

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

DE Tech

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

Chief Driving Instructor - Driver Education

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

Novice Development - Driver Education

Frank Bruns
Home: 207-627-7182 email: NovDev@PorscheNet.com

Instructor Development - Driver Education

Steve Artick
Home: 781-272-7227 email: InstDev@PorscheNet.com

Zone 1 Representative

Botho von Bose
Home: 416-509-6661; bvonbose@lomltd.com

Welcome New Members

Walter Crow
Audrey Crow
Scituate MA
2008 Boxster

Robert Dicolo
Cathy Gibney-Dicolo
East Greenwich RI
2007 Carrera

David Javaheri
Needham MA
1997 911

Andrew Nipon
New York NY
1986 911

Peter Poras
Newton MA
2007 Boxster S

Steve Presti
Framingham MA
2001 911

Adrienne Ross
Melrose MA
2000 Boxster

Pat Roussel
Belmont MA
1971 911

Stephen Shechtman
Pawtucket RI
1970 911S

Andy Sinnott
Londonderry NH
2009 Cayman S

Sean Sullivan
Kristin Sullivan
Medford MA
1999 911

Mike Trombley
Anya Huneke
Charlotte VT
1979 930

Eric Walker
Isabella Walker
Swampscott MA
2006 Carrera S

Ry Ward
North Hampton NH
2007 911

Transfers In

Johnson, Alvin
Oak Bluffs, MA
From: CVR
1987 911

Double Clutching- continued from page 9

part of that group. I have also read where Porsche might now come out with a new two seat model somewhat smaller than the Boxster based on an Audi design somewhat akin to where a Pontiac Solstice and Saturn Sky share the same chassis. As I read all of this I find myself becoming somewhat concerned that in the years ahead we might be seeing the decline of the exclusivity of owning a Porsche. I don't know if this is my own inaccurate perception because as we all know Porsche for years has been in joint arrangements with Volkswagen before as exemplified by the 914 and to some degree the 924 but it still was as independent entities. I must admit that back when it looked like Porsche was going to take over Volkswagen I thought that with Porsche in charge of Volkswagen, Volkswagen would be the better for it. My question now is will Porsche in the long run be the better off for being part of the Volkswagen Group. Now we have all read about the precarious position Porsche found itself in this year due to the current economic world crisis and its attempt to take over Volkswagen. If what we have read is accurate that Porsche could have fallen into bankruptcy without the rescue of Volkswagen then we can be thankful the alternative existed. Unfortunately where generally I consider myself to be an optimist in most matters I can't help but think that in time we will witness changes that will make us long for the days when it was an independent company. One of the charms of owning a Porsche was and is that there is nothing else like it. Let's hope that that is the one thing that will never change.

Seasons Greetings

Get your Porsche ready for winter today!



KLASSE Winter Cleaning Special

Save **25%** on all KLASSE Products

Description / Size / SALE PRICE / Suggested List

ALL-IN-ONE 10oz **\$15.00**/ \$20.00

ALL-IN-ONE 16.9oz **\$21.00**/ \$28.00

ALL-IN-ONE 33.8oz **\$30.00**/ \$40.00

Glaze 16.9oz **\$15.75**/ \$21.00

VLR Cleaner / Protector 8.5oz **\$11.25**/ \$15.00

Bigblue Microfiber Waffle Weave (Drying) Towel **\$15.00**/ \$20.00

* Small Microfiber Hooked Weave Towel **\$1.88**/ \$2.50

Dragon Fiber Pad **\$5.25**/ \$7.00 Save 30%



Buy A "Clean Winter Package" for \$72.10 and Save An Additional \$5.16

That's A \$30.90 Savings Off Our Regular Price!!

Includes: 2 Microfiber Applicators

2 Microfiber Towels, 1 Bio Blue Microfiber Drying Towel,

1 16.9oz All In One Cleaner/Polish, 1 16.9oz High Gloss Sealant Glaze,

1 8.5oz Vinyl-Leather-Rubber and Plastic Cleaner/Protectant

Please call, email, or, fax your orders to our Parts Manager, Michael S Card.

*Plus \$6.00 shipping - to anywhere in the continental USA.

(#) MA residents add 5% sales tax

Parts

Contact Michael 978-535-0636
parts@autobahnperformance.com

Service

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

**The NOR'EASTER
c/o Dave Weber
P.O. Box 409
W. Boxford, MA 01885**

**Periodicals Postage Paid At
West Boxford, MA 01885
And Additional Offices**

To:

Time Sensitive! Do Not Delay

©2009 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times.



Congratulations Are In Order

Congratulations to The Porsche Club of America Northeast Region.
50 Years of Driving Excellence is Truly an Amazing Feat!

Looking Forward to 50 More

Inskip Porsche
1517 Bald Hill Road
Warwick, RI 02886
(401) 821-1510
<http://inskip.porschedealer.com>
Showroom Hours MF 9am-7pm,
Sa 10am-6pm



PORSCHE