



## ***KTR Motorsports Tour***

NORTHEAST REGION  TH ANNIVERSARY CELEBRATION

29th Annual  ***Tech Tactics***

***2009 New England Ramble***

# THE NOR'EASTER

JANUARY 2009 JANUARY 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

# Think this is bright? Wait 'til we turn the lights on.

-Jerry Pellegrino (May 26, 2008)



**Date:** May 2008

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

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

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## COVER



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# Out In The Passing Lane

Dave Weber



Our friends at the Registry of Motor Vehicles are looking out for owners of large pickups, at least I think that's what they want us to believe. Effective October 1<sup>st</sup> of this year they changed the annual inspection requirements for pickup trucks weighing more than 10,000 pounds. The inspection criteria require truck owners to conform to federal DOT standards in several areas.

I found this out by mere happenstance. My Ford F350 had experienced an emissions malfunction (air flow sensor failure) necessitating a trip to my local Ford dealer for repair. That work was improperly done so on the very next trip the same error message appeared on the dash. I put off going back to the dealer for several weeks, finally scheduling an appointment in late October, knowing the problem needed to be corrected before I took the truck for its annual inspection in December. The dealership admitted they'd not re-assembling things properly when the truck went in once again, and didn't charge me for correct the problem.

***It's been noticeably quiet, you can hear a pin drop. So far no one has stepped forward to assume the title of Editor for the NOR'EASTER.***

That's when I learned of the new requirements being implemented by the Registry. What might those be you ask? Well large pickup trucks now need mud flaps (\$150 installed), an on-board fire extinguisher (solidly mounted, \$40), a first aid kit and wheel chocks (I had those items in the trailer), and signal triangles (\$25). I was also told the inspection could now cost as much as \$150 or so versus \$29 in past years.

I was further advised that before my truck was inspected I'd have to drive it 300 miles to rebuild the emissions data in the control module on the truck (fortunately diesel fuel prices declined a bit but that still cost me \$80 in fuel). Of course the Ford dealer didn't reimburse me for that expense.

So then I showed up for the inspection. Guess what? This year my truck only needed the safety inspection; no check of the emissions was required! Furthermore, because there is so much confusion about the new regulations, the inspector advises what you need to have but doesn't reject you if you don't have everything the

new regulations require (meaning I could have skipped the mud flaps installation and probably the fire extinguisher!). I was told I will have to add decals to the truck stating it's "not for hire" prior to next year's inspection — not that anyone tries to hire my truck, but who knows. Oh, the good news, this year's inspection only cost \$79.

The fire extinguisher probably isn't a bad idea, but I doubt the mud flaps will make much of a difference, and I've yet to have a need for wheel chocks for my truck. Do I feel noticeably safer driving the truck? No, of course not. Does this give the state an additional source of revenue? Well, of course. This is how taxes get raised without anyone catching on. These new regulations currently pertain to trucks weighing more than 10k pounds. I wouldn't be a bit surprised in the future if new rules come out for trailers, perhaps lighter trucks and, who knows, maybe SUVs, anything to transfer funds from you and me to the state's treasury.

It's been noticeably quiet; you can hear a pin drop. So far no one has stepped forward to assume the title of Editor for the *NOR'EASTER* starting with the January 2010 issue. I really would like to step down as an editor after serving for what will total 25 years. Surely if I can master the job and do it for 25 years it can't be that difficult.

The region is looking for someone with desktop publishing expertise, the ability to organize contributions to the publication (read harass), and maybe take some pictures (or twist a photographers arm). You don't have to go to every event, but it does help if you're active in the region. I promise to help with the transition over the course of 2009, and I know my many contributors will also pitch in to help. So don't be shy, drop me an e-mail or give me a call and we can talk about the position.

The past weekend's ice storm was amazingly destructive, knocking down trees and power lines all over central and western Massachusetts. Boxford wasn't too badly hit, but power was still for an extended period of time for a number of homes. The pine trees on our lot shed a number of very large branches, most of them in the woods proper (where they'll slowly rot), but several landed hard on our landscape and lawn.

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# Flat Sixer

John Bergen



Happy New Year everyone! It's hard to believe that we are now in the year 2009. Where does the time go? Time is a funny thing, the older you get the faster it goes. This is both a good thing and a bad thing. The good thing is that spring will be here before I know it and I will be back to the track. The bad thing is that the track season seems to be so short. I may have to consider visiting Porsche Regions in warmer climates so that I can extend my driving season for another few months.

Yeah, that's just wishful thinking. I could just see my wife's reaction to this plan. Sure honey, you go away for a few weeks and have fun while I deal with the boys and the house. I can also see the headlines "Walpole woman auctions off husband's cars on EBay." On the other hand, maybe I could justify a vacation to California so I could attend Skip Barber's Racing School and the rest of the family could tour the sights in Monterey and San Francisco. That's the ticket!

Speaking of traveling, my family and I ventured

## ***The traffic was so light that I did something that I swore I would never do, I drove over the George Washington Bridge.***

down to New Jersey over the Thanksgiving Holiday. You're all probably wondering why on earth would someone voluntarily choose to drive down to New Jersey on one of the most heavily traveled holidays. You guessed it I am a glutton for punishment.

Actually, I am originally from New Jersey and my family still lives there. So being the good son that I am I am willing to subject myself and my family to multiple hours of torture via Route 95. As it turned out, the trip down was uneventful. We left Walpole at 6 o'clock in the morning on Thanksgiving Day and made one pit stop outside of Stamford Connecticut.

The traffic was so light that I did something that I swore I would never do, I drove over the George Washington Bridge. Having grown up near this famous landmark I am fully aware of the consequences of traveling on it. I remember numerous occasions where I was caught in traffic jams for multiple hours trying to make my way either to New York or back to New Jersey. For those of you who have traveled over the GW (what us locals

call it), you know exactly what I mean.

But this day was different. It was about ten minutes before nine and the traffic was flowing freely on both the upper and lower decks. I headed to the upper deck so the kids could get a bird's eye view of the city as we headed into NJ. I don't know who was more excited at the sight of Manhattan, me or the kids. Then twenty five minutes later we were pulling into my parent's driveway.

Going home is great; we get the royal treatment all day long. My sons have the honor of being my parents only grandchildren and my wife Dot has the honor of being the only daughter-in-law. We had a great time catching up with my parents and my brothers over the next few days, and we managed to eat, drink, and be quite merry. Then before we knew it we were back in the car on Saturday to get home. The ride home wasn't as quick as the ride down, but we did manage not to hit any major traffic jams.

With Thanksgiving in our rear view mirror, Dot and I were getting ready for the NER Holiday

Gala. This year's event was being held at the Oakley Country Club in Watertown MA. We had a baby sitter lined up from our neighborhood and were looking forward to having a night out on the town. Believe it or not, Dot and I do not get out of the house to often (at least not together). The main reason being our two boys, Sean (10) and Dylan (12), who still require a baby sitter if we are outside of our neighborhood. Over the years, we have had several good baby sitters but they have since moved away so we are down to one girl we can count on.

It's not that we don't enjoy going out, it's just that we don't have too much spare time. Dot is a member of Walpole's School Committee which meets every Monday night for 3 to 4 hours. She is also a town representative and has to attend any and all town meetings that take place. I on the other hand only have work to contend with and my schedule is pretty hectic, leaving the house by 6 in the morning and returning home at close to 7 at night. On the nights where we are both home we kind of like to kick off our shoes and relax and spend some time with the boys.

But, when we have the chance to go out for cocktails, appetizers, and a nice meal we definitely jump on it. The Oakley Country Club wasn't too hard to find, although there weren't any

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# Four Speeds & Drum Brakes

Tom Tate



The 914 is back in the garage after a successful autocross season. That old dog just keeps on trucking. This year saw a couple of problems but after 32 years I guess it's entitled. On the way to the second event while out on Rt 495 at a high rate of speed the little bugger lost power accompanied by some rather loud noises. I dumped the clutch and the tach went to zero in a hurry. So there I was zipping down the road at 75 mph with the engine off trying to make a quick decision. It was early on a Sunday morning and I figured that AAA wouldn't be up for at least a couple of hours. That meant that I would miss the event so I just let out the clutch to see if I could keep it going. I lost speed on the uphill sections but the temperature gauge wasn't sending out any distress signals so I figured I'd try to make it to the event. There was certainly more mechanical expertise at the track than there would be on the side of the road on a Sunday morning.

It was about a twenty minute drive during which time I went through all the possible rea-

## ***So I broke one of the rules that I have always taught my children, when something breaks, stop.***

sons why the 914 was limping. It could be that a plug wire fell off except that wouldn't account for the noise. It couldn't be a rod or rod bearing because the engine temperature was normal and the noise wasn't getting worse. If the crank lost a bearing there would've been pieces all over the Interstate so that wasn't a possibility. A dozen different mechanical ills were mentally explored on what was becoming a very long ride. With one cylinder down I felt that it must be valve related. Either one broke or a valve spring let go or maybe the keeper came off and could be easily fixed. The two things that I knew were that it wasn't going to fix itself and driving further is never a good idea. But I really had to get to the autocross, besides maybe I could borrow another car if it couldn't be fixed. I had loaned mine out before.

So I broke one of the rules that I have always taught my children, when something breaks, stop. In the heat of competition you do what you have to do; besides my kids weren't around. I certainly wasn't going to tell them.

There wasn't any smoke and the noises weren't getting any worse but it was difficult to get it moving after the one stop sign between the highway and the track. I rolled it through the gate with a wave to Christine who was holding the waiver, saying that I would be right back to sign in. I got it up to speed and shut off the engine so that I could approach my customary parking spot without calling attention to my broken car. If I could fix it before the first runs I would be the only one that would know.

I walked back to the gate, signed the waiver, went to registration, checked in and then went off to walk the course. Pretending all along like everything was fine. The car had cooled off enough to take a look and with a valve cover off the problem was easy to spot. One of the valve springs had broken and the valve wasn't closing when it should. That also meant that the valve was doing a little tap dance on the top of the piston and that is never a good thing. I needed a ride if I was going to run at all.

The only other 914 in the class belonged to the Schnoerrs, my main competition and they were quick to volunteer their car. Is this a great club or what? When driving a borrowed ride just remember the rule that says not to beat the owner. That is if you ever want to drive it again. That really wasn't a problem as Sigrid is really tough to beat anytime, just ask her husband, Mark. Rumor has it that he went into another class this year so that they didn't have to go head to head at every event. I drove fast enough to keep her honest but was never really a threat.

When the engine came apart we found that the broken spring had allowed the valve to contact the piston which had broken the valve off at the stem and then installed it sideways into the valve seat. What a mess. It's a good thing that 914 heads are cheap; they are a VW part after all. Of course while the car was apart I got involved in copying some of the suspension changes that the Schnoerrs had made to their car. After that borrowed drive I could see that I wasn't getting older at all, it was just the car.

Sure enough the car got a lot more competitive as the season went along. Without the tail wagging it's much easier to hustle around the course.

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# Around The Cones

Steve Ross



We continue to experience incredibly strange weather patterns, mid 60 and above temperatures in late fall, closely followed by single digit temps days later. Fortunately NER/PCA activities have shifted to the inside this month highlighted by the Annual Dinner, held at the Oakley Country club in Watertown. Upcoming in January is our biannual visit to KTR, the Vintage Racing repair facility started by Jay Giles years ago; hope to see many of you there.

Our second new board member this year (Admin VP) is Chris Ryan, a resident of Harvard Mass., who joined NER shortly after visiting an autocross in 1984 to watch, he caught the bug and has participated ever since, and of course tried his hand at DE events. Previous Porsches owned include a 1961 356B notch back & '77 911S Targa (his wife's former Porsche); and his current cars are a '84 911 Carrera Targa, the current autocross and track car; a '96 993 the street car; and his wife's current one a '76 911S coupe.

Chris's pre-Porsche vehicles included a '74

***Much has been written lately about the dire straits the US auto industry is in and their "last ditch" effort to receive assistance.***

Fiat 124 Spyder; '64 Mercedes 230 SL and a '75 Mercedes 450 SL which he still owns. Other leisure time activities include bicycling, horseback riding and cooking (which the board enjoyed at their November meeting). The family has been involved too, with his wife attending a pair of Rambles with Chris along with the Annual Dinner and an NCR DE event in New Hampshire. Professionally Chris works in sales for the Electronic Recycling Industry.

Much has been written lately about the dire straits the US auto industry is in and their "last ditch" effort to receive assistance from the government. Unfortunately, although the need is probably there, the usual political partisanship and posturing by members of Congress have muddied the waters so that most citizens don't know who is right and whether the economy will suffer far too much if one of the "Big Three" files for bankruptcy. If you look closely, you can see the battle lines run along states that have American or Foreign manufacturing sites, thus the

largely southern import maker's states are calling for no help while the predominantly northern big three states are battling for their existence. Why is that they cannot take the broader national view and do what is good for the country not the individual states? Just a wistful dream I am afraid, as asking a politician to help is a nearly hopeless request.

That said the American makers are to blame for a lot of their own problems. They have built monstrous, extremely slow reacting, multilayer companies that can react as fast as a supertanker to changes in the marketplace. The only market force that has changed their products has been the intense competition from imports in quality, array of models, flexibility in catering to the needs and wants of the customer and relatively small number of dealers (to allow them to make a decent profit without having a similar brand dealership down the street from them). A recent article in *Fortune Magazine* also discussed the insane levels of management and ancient at-

titude toward change that permeates GM especially. Sadly the perception of problems with the companies will be more harmful than the reality as all of them make some decent products that even a Porsche enthusiast would be interested in, but most are of the utilitarian bent such as SUVs and trucks

both of which have fallen out of favor with the general buying public.

Interesting Porsche faced a severe challenge in the early and mid-nineties with sales declines of epic proportion, but their management not only saw the problems but shocked the staid German industry by bringing in Japanese consultants to assist them in producing cars, better, more economically and with fewer defects than before. The results were the Boxster and 996 models which saved the company. Now Porsche has been so successful in all their endeavors, including their world renown consulting business at Weisach, that they now are the most profitable auto manufacturer in the world and majority owner of VW AG, a strange reversal from the opposite situation which ended in 1984 when Porsche was a subsidiary of VW.

Hope you all had a happy holiday season and a healthy and prosperous 2009.

# Minutes Of The Board

Jill Maserian- December 10th, 2008 Board Meeting



In attendance were Steve Ross, Dick Anderson, John Bergen, Bob Canter, Chris Ryan, Dave Weber, Bob Cohen, Susana Weber, Matthew Wallis, Bruce Hauben; Joyce Brinton. Absent was Jill Maserian-Murray. After a great dinner created by "master chefs" Bruce and Joyce we started our meeting was called to order at 7:30. We welcomed the new member to the board, Dick Anderson as our new Membership Chair.

Bob Canter was first to report on upcoming meetings and also provided a recap on the Annual Banquet. He reviewed the final costs with the assembled Board. Judging from initial feedback the event was successful In January we will have our monthly event at KTR European Motorsports in Ayer. The only potential issue is that we have not identified a tour guide for the KTR event. Since February is the 50<sup>th</sup> anniversary gala with Derek Daly as our featured speaker, no other event is planned. Our March meeting is scheduled to be at Autobahn Performance at their new facility in Peabody. April is still in planning. In May we are planning a road rally with a destination BBQ hosted by FireFly's or a potential clam bake. June's monthly meeting is a potential tech session at Mike's Autobody which would include a demonstration from the paintless dent wizard. We also considered the option of Mike's putting on an October fest event in October instead of June event.

Steve Ross was next to report and gave an update on the Autox activities. Everyone showed up for the awards given out at the annual dinner except for one winner. The 2009 Zone One Autox event is being hosted by NCR at Devens. We are approaching the InControl advanced driver training in North Andover ([www.driveincontrol.com](http://www.driveincontrol.com)) with possible dates for the school in April and June. Steve also wanted to make it known to the board that the AutoX committee is looking for spare AutoX timing equipment with the first priority being a spare light. The Zone event will be considered one of our events. May 2<sup>nd</sup> is the first scheduled AutoX date. Steve also went on to mention that the 2<sup>nd</sup> week of August is a potential date for an event at the MOT with Karl Ludvigsen, the author of "Excellence Was Expected," as a guest speaker

Bruce Hauben reported next on Driver Education matters and mentioned that he has been having a discussion about teen driving schools with George Bixby. Bruce and George both feel that NER should be involved in promoting one of these events as

a way of giving back to the community. Further, he reported that there was an incident at the LCMT track where damage was done to the track and NER was billed for the damage. Bruce asked the student to pay for the track damages and the student said he would pay for the cost. Bruce went on to report that this year's Blues Festival at Mt. Tremblant has been moved one week later than our DE event. We discussed the potential of moving our event but we decided that it would create other conflicts. It was also brought up that a number of participants of our Mt. Tremblant DE event actually prefer to have the event on a non-major event week. We discussed the possibility of hosting a DE event in New Jersey but we decided that since we could not get another region to go in on the event with us we decided against it. The DE Instructor workshop at the end of January has 25 people registered to date. As his final Presidential note, Bruce also let the board know that the next Zone One President's meeting will be on March 21-22.

Bob Cohen gave the treasurers report and the report was accepted as presented.

John Bergen introduced Dick Anderson letting him know what is involved in his position as membership chair. As president John wanted to put together job descriptions for each of the positions on the board. These job descriptions will

*continued on page 36*

## Happy PCA Anniversary

### Thirty Years

Jeff Leeds

### Five Years

Gabriel Abella

Robert Liotine

### Twenty-Five Years

Paul Sherry

William McGillivray

Anthony Messa

Lynne Norcini

### Fifteen Years

Hans Schaefer

### Ten Years

Roswell Curtis

Thomas Fair

Robert Hilton

Steven Natale

Richard Yirikian

Paul Tagliamonte

# Double Clutching

Bob Canter



As I have mentioned in past articles, I have always tried in writing this article to keep the subject matter somehow related to cars. Since this is the last article I will be writing for the year 2008, although you won't be reading it until January, I am going to take the liberty of detouring to a non-car subject.

On Friday morning, December 12<sup>th</sup>, I arrived at my office and, as usual, the first thing I did was to take my laptop computer out of its case, plug it into the docking station and start it up. As I waited for it to come on I immediately noticed that something was different. What usually takes but a few seconds before the desktop appears now seemed to be taking an eternity. Once the desktop finally appeared I proceeded to click on a program and then sat there watching as the computer seemingly didn't know what to do next. It just froze half way through downloading the program and did nothing more. Being the highly intelligent person that I have convinced myself I am (which, I might add, I have concluded

***I decided the best course of action was to shutdown the computer immediately and restart it thinking this might correct any error.***

without any empirical facts to backup that conclusion), I decided the best course of action was to shutdown the computer immediately and restart it, thinking that this might correct any error the computer had committed upon the initial startup. This, to me, is sort of like when you first start up your car and something doesn't sound right so you shut it down and restart it to see if the noise is still there and, lo and behold, the noise has gone away. Well, not in this case. In fact, things went from bad to worse. The next thing that happened upon restart was the screen went from showing that opening page of Windows XP to a solid blue screen with nothing showing but the cursor in the middle of the page and that's as far as it got. Regardless of what I attempted to do next, it was to no avail because I kept on ending up back at the solid blue screen. This is the moment that panic begins to set in.

After regaining my composure, I remembered that if I press F2 or some other F button quickly when first starting up the computer that it might

be possible to shift the computer to what it defines reassuringly as something like the Last Known Good Startup program. If that doesn't work, we also have the Safe Mode. Pleased with myself over actually getting to that screen, I convinced myself that all my troubles were about to fade away. Ya, right! First I highlighted the Last Known Good something-or-other button and the screen still went blue. Then I highlighted the Safe Mode button and instead of a blank blue screen I now had a blank black screen.

Here I must admit that the option of slamming the computer to the floor and stomping on it entered my mind. Fortunately calm prevailed, and I remembered I have a three-year complete care warranty. I began tearing apart my office trying to remember where I had placed the instruction manual I had received with the computer from Dell, to find the customer service number I could call to make my problem their problem. Dialing the toll-free number, I got a very nice woman somewhere in the Philippines. After spending two-and-a-half hours with me, she determined that the problem was somewhere on my motherboard or hard drive. She would be having a technician meet me at my office on Monday to replace the motherboard and, if necessary, the hard drive.

Monday came, the technician arrived and replaced the motherboard, and the screen still went solid blue. Then the only option was to replace the hard drive, but the technician thought it was an issue with a software program and that I needed to contact Dell first before we proceed. Then he handed me the replacement hard drive and left.

I decided that the first call I should make was to a computer technician I know to discuss the matter. He agreed to meet me at my home that evening to see for himself what was going on. After an exhaustive analysis, during which I couldn't begin to explain all the things he did, he determined that my computer had become infected and that somewhere along the line I had downloaded a program that had been intentionally, maliciously designed by some lowlife somewhere in the world to make my life miserable. Well, after a three-hour marathon that evening replacing the hard drive, reloading what few program CDs I had

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# One Track Mind

Dick Anderson



Ah, West Palm Beach in December. An escape from the dark, cold northeast – hardly! As I sit in the hotel at 3:00 p.m., the sky is dark, and the rain falls horizontally as the palms struggle to remain upright. The coup de grace - I can't even get a drink because the three hotel bars are outdoors and therefore, closed! During attendance at my first NER board meeting last night, I learned that my inaugural column was due to Dave Weber in five short days (all of which I have previously planned to spend in Florida), so sitting in my hotel room on a rainy day - and having no access to alcohol - is probably not the worst thing.

Some of you may know me, not because I'm so notable but, because the "A" Team (for Anderson), as we refer to ourselves, often caravans to DE events – Sarah (daughter) in her silver C4, Ann (wife) in her black 996 Turbo and me in my F-150 "trailing" a yellow GT3. We've met a number of you during our frequent stints at tech line (my Aussie buddy, Laurie Jitts, enjoyed tormenting us with early wake ups (often following late nights

***Like many fellow PCAers, I'm interested in new adventures involving the sound of squealing tires and the smell of burning brakes.***

out with him!) and look forward to meeting many more of you at future events. In my new capacity as Membership Chair, I also encourage you to urge fellow Porschephiles to explore the many social and driving activities that accompany NER membership – as I've often heard from many of you, "It's not about the cars, it's about the people."

Like many fellow PCAers, I'm interested in new adventures involving the sound of squealing tires and the smell of burning brakes. Recently, my good friend Amrit Kanwal (a recent recruit to NER) and I flew to VIR to participate in "The Ariel Atom Experience." What a hoot! Perhaps some of you are familiar with the Atom from its featured appearance on "Top Gear," or, at least, having viewed the "YouTube" clip of same. For those unfamiliar with it, the Atom is a 1400 pound rocket consisting of welded tube chassis, a few composite body panels, and a six speed transmission bolted to a Honda K20 engine. Power to weight ratio is 5.7 lbs/bhp for the "tame" version and 0 – 60 times are 3 seconds or less. We had quite a day screaming

around the "Oak Tree" end of VIR, Ariel apparently reluctant to turn us loose on the entire VIR circuit. Base price is \$65,000. Since everything is so accessible, maintenance should be a piece of cake.

We were told that a half dozen, or so, Canadian PCAers had recently bought Atoms because they felt their maintenance budgets would be favorably impacted. Good for them, I guess, but the bottom line for me? The Atom is tons of fun to drive but seriously lacks the panache of a Porsche. I foresee no change of allegiance in my future.

In October, Ann and I had the good fortune to cruise the Mediterranean for a couple of weeks. We had a wonderful vacation and enjoyed visiting all of the spectacular historical and cultural sites. We utilized a variety of transportation modes including ships, busses, trolleys, magic carpet in Istanbul –just kidding- and camels. One of the most interesting aspects of the trip was seeing the proliferation of "Smart Cars" throughout the area. These diminutive vehicles were outnumbered on the streets of Rome only by the ubiquitous

motor scooter. I'm sure you've noticed their popularity increasing locally as well, including the HMS "Schroth" car and our own Pete Donohoe's colorful Smart Car. Pete's 6'4" frame seems to fit quite easily into his vehicle, a testament to the Smart Car's surprising roominess. Recently falling gas prices

notwithstanding, I imagine we'll continue to see more and more of these cars.

Although I am not a fan of winter, I do enjoy the holiday season and not just because it's a great time to give and get Porsche accessories. Like many families whose friends and relatives are far flung, it's an opportunity to get together over good food and drink and get reacquainted with what's really important in life. Son, Adam and our daughter-in-law, Kelly flew in from Seattle. Both are Microsoft employees. Daughter, Katie, or I should say more accurately, Captain Katie, arrived from Fort Bragg where she is a Black Hawk helicopter pilot with one tour in Afghanistan under her belt, and another on the horizon. (Let's also not forget the vast numbers men and women in uniform who weren't able to be with their loved ones during this season but who serve this country proudly on our behalf). Finally, daughters, Julia and Sarah and son, James remain local, so with everyone home the "house was a – rockin" and we wouldn't have wanted it any other way.

# Upshifting

Bruce Hauben



Those of us inland from the coast have been enjoying – or enduring depending upon your point of view – the first real taste of the '08-'09 winter these past few days. Out our way we got about 10" of snow on Friday and as I write this on Sunday before breaking for the Pats game (I've got my Welker 83 game jersey on) am watching more heavy snow come down with an additional 5" already on the ground. I doubt that we'll get the rain/sleet projected as our temps are in the 20s at mid-day.

Speaking of watching the Pats, let me share with you our household's SOP for watching any TV with commercials (except hockey and basketball as due to the structure of those games the commercial breaks are more limited); we DVR everything. Take today's game for example; the DVR will automatically begin recording at 1:00 and Joyce and I will begin watching about 45 minutes later. Then, by fast forwarding through the myriad of commercials and half time, we finish watching the game very close to the real time finish. And,

## ***Our 2009 Driver Education schedule has been firmed up and promises to be an exciting and interesting one.***

to prevent missing an OT or otherwise extended game time (Tivo of course automatically takes care of that, if you have it) I add 45 minutes to the scheduled TV finish as insurance.

But I digress, back to the snow. I'm sure you've heard the same snow closings I have on radio and TV and I always laugh when I hear "...non-essential state workers should not report to work". If they're non-essential than why are they on the state payroll in the first place? Yes, I know the intent of the statement but wouldn't it be better and more accurate to say something like "...state workers not needed during the snow emergency should not report to work...?"

Our '09 DE schedule has been firmed up and promises to be an exciting and interesting one. As we did last year and found it worked to everyone's advantage all NER and NCR events will be co-hosted. Regardless of which region has the track contract and financial responsibilities (the Calabogie event is the only one with a 50/50 financial relationship) both regions will host and

market the events. Watch the Nor'easter and NER web site for details re: registration (opens March 1), fees and all details.

First off, a few important registrations tip to everyone, ***sign up early for any events you are considering.*** The number of novice, green and yellow group, drivers that we can accept is always limited by the number of instructors that sign up for an event. AND, unfortunately many instructors wait until just before an event to sign up. So if you're a green or yellow group driver and don't want to be in the uncertain position of a wait listed driver, sign up early. ***And a note here to instructors, if you do wait until the last minute (beyond our 2 week cut off policy) to sign up for an event and we don't need your instructing services, you risk the possibility of paying full fare to attend the event.*** Please sign up early so we may admit as many green and yellow drivers as possible.

Early sign up will be vital for *all* drivers wanting to drive at our Mt. Tremblant (LCMT) event (instructors included) – a fantastic family vacation location – as we are limited by the track to a less than wished for number of cars per run group. Last year the event was sold out and unfortunately for all had to turn away drivers who waited too long to register.

Details for all of the following are available in the Nor'easter and on line at [www.porschenet.com](http://www.porschenet.com). All events are co-hosted by NER and NCR.

The '09 track season actually begins on Jan. 31 with an Instructor Development Workshop jointly hosted by NER & NCR and sponsored by European Performance Engineering of Natick, MA. All NER/ NCR Instructors and black group drivers are invited to this full day seminar (including lunch) free of charge, out of region instructors are invited for a modest fee. Ross Bentley of Speed Secrets has been conducting these "Train the Trainer" workshops for 15 years; a day not to be missed.

Our annual NER Ground School follows on February 22 at HMS in Danvers, MA. This is the opportunity for first timers to learn all about Drivers' Education, what it is, what to expect and how to get involved; lunch is included. Last year more than 40 new drivers showed up, an outstanding turnout. It's also an opportunity to meet other like minded NER members and many NER driving instructors there to answer all your questions and

*continued on page 32*

## Calendar At A Glance

### January

17 NER Tours KTR  
Motorsports  
31 Instructor Development  
Seminar

### February - 2009

7 NER 50th Anniversary Dinner  
22 NER DE Ground School  
Hosted By NHMS  
28 Zone 1 Tech Tactics

### March

14 Tech Session @ Autobahn  
Performance

### April

24-26 New England Ramble To  
Cooperstown, NY

### May

15-17 Zone 1 Concours &  
Rally  
18-20 NCR DE @ NHMS

### June

19-21 Zone 1 48 Hours of  
Watkins Glen

### July

6-8 NER DE @ Mont Tremblant  
10-12 NER DE @ Calabogie  
27-28 NER DE @ NHMS

### August

### September

2-3 NER DE @ Watkins Glen  
10 NER DE @ NHMS  
21-22 NCR DE @ Lime Rock

### October

12-13 NCR DE @ NHMS

### November

### December

5 Annual Dinner

## A Tour Of KTR Motorsports Saturday, January 17th

By January, for most NER members, driving our Porsches will have become a distant memory with the cars tucked safely away in garages waiting for spring and another season of driving. One way to keep the car spirit alive is to visit a place like KTR European Motorsports in Ayer, right near Devens' Moore Airfield, the sight of NER's autocross events. We have scheduled a tour of the facility on Saturday January 17<sup>th</sup>.

Plan to arrive by 10:00 am on. The session will last about two hours and we'll provide coffee and doughnuts to warm you up.

KTR was established over 25 years ago, primarily performing classic Ferrari restorations. Over the years KTR has acquired the skills, facilities, equipment and staff to restore a wide variety of street and racing sportcars, including Ferrari, OSCA, Lola, Alfa Romeo, Lotus, Porsche, Allard, MG, Chevron, Ralt, Lamborghini, and many more. KTR Performance was the sister company to KTR European Motorsports and operated out of the same facility for five years. Earlier this year it was decided to bring all the brands back under one name — KTR European Motorsports. It made perfect sense, since they were already sharing shop space and personnel. We will have a chance to see the showroom, the restoration shops, and have a brief look at their dyno, which is still available to check your car's power output — contact KTR European Motorsports to inquire about this service. Most folks traveling along Rt. 2A to Shirley have no idea of the collection of exotic cars tucked under the roof of this building, which is set back enough from the road to be relatively anonymous. A visit to KTR is always worthwhile. Their knowledge, hospitality and, of course, mind-blowing selection of extraordinary cars, will keep your motoring enthusiasm level up until it's time to put your Porsche back on the road.

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

**Directions:** KTR European Motorsports, 99 Fitchburg Rd. (Route 2A) Ayer, Massachusetts 01432  
Telephone: 978-772-7800

**From I-95/128:** Take Route 2 West. After you drive under I-495, travel another 3.6 miles on Rt. 2W. Take Route 111 North (towards Ayer) for 2 miles. At the rotary, take Route 2A West towards Ayer. Continue on Rt. 2A into Ayer center, and stay on Rte 2A as it turns right in downtown Ayer. After this right turn, drive 0.5 miles and take the left fork, remaining on Rt. 2A. KTR is another 0.5 mile further on the left, at the railroad crossing.

**From I-495:** Take Route 2 West. Travel 3.6 miles on Rt. 2W. Follow remaining directions from I-95.

### Registration Request:

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

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

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

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

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\* discount applies to parts from December 2008 to March 31, 2009

## 2009 Instructor Development Seminar

### Saturday, January 31st - Starting @ 9:00 AM, Sponsored By EPE

In our ongoing quest to bring our track drivers the best experience possible, the Northeast (NER) and the North Country (NCR) regions will jointly host an Instructor Development Seminar "Train the Trainer - being a better instructor" presented by Ross Bentley from Speed Secrets.

This event is generously sponsored by European Performance Engineering. EPE is a long-time sponsor of many NER and NCR events and EPE's continued support is greatly appreciated. Please be sure to visit their brand new shop location at 165 West Central St. (Rt.135), Natick MA.

The seminar will be held on Saturday, January 31, 2009 at the Silverstone Club, 15 Sharpners Pond Road, North Andover MA 01845. Directions and information can be found on the The Silverstone Club web site. Lunch is included in the full-day program which will start at 9:00am.

In addition to his highly-regarded seminar, the Speed Secrets website notes that Ross does a lot of actual driving and racing coaching also. His on-track expertise, successful coaching and the experience he has gained from conducting numerous seminars is a great combination that will ensure an educational and interesting day.

Topics to be discussed:

- \* How to be an effective instructor
- \* Teaching vs. instructing vs. coaching
- \* How the driver's mind works
- \* Working with the driver's mind
- \* How drivers learn
- \* Instructing techniques
- \* The most common errors drivers make
- \* Vehicle dynamics - an advanced look at the basics
- \* Q&A

#### Who can attend?

All instructors who are members of NER or NCR are urged to attend this important seminar. In addition, Black Group drivers who are members of NER or NCR are also invited. Those with any thoughts on becoming an instructor should make a special effort to attend this event.

The seminar is free to NER and NCR eligible drivers outlined above if you register by January 15th. NER and NCR drivers eligible to attend who register after January 15th must pay a \$25 registration fee. Instructors and Black run group drivers who are members of other PCA regions are also invited to attend and are required to pay the \$25 registration fee.

#### How can I register for "Train the Trainer - being a better instructor"

Eligible NER and NCR drivers can register via email or USPS before January 15th by completing the registration form below.

Eligible NER and NCR drivers registering after January 15th and eligible drivers from other PCA regions can only register via USPS and the \$25 fee must accompany the registration form.

Pre-event registration is required. There will be no onsite registration for this seminar.

NER/NCR's 2009 Instructor Development Seminar at The Silverstone Club Sat, Jan 31st @ 9am

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

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

Phone: Email: \_\_\_\_\_

PCA Home Region: Run Group: \_\_\_\_\_

Cost:NER & NCR members registering by Jan 15th - No charge; Register via email or USPS

NER & NCR members registering after Jan 15th and all others - \$25; Register via USPS only

Please make checks payable to NER/PCA

Region and run group information will be verified; accepted registrations will be confirmed.

Send email registrations to [sartick@verizon.net](mailto:sartick@verizon.net)

Send USPS registrations to Steve Artick, 17 Colburn Street, Burlington MA 01803

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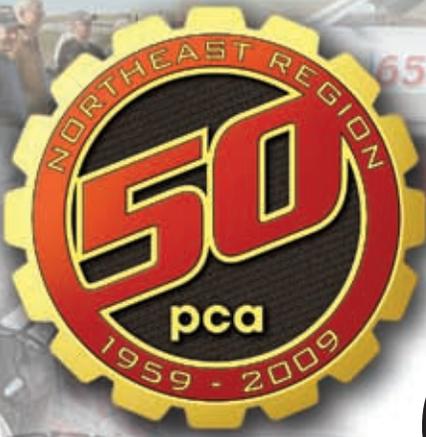


## Parts

Contact Michael 978-535-0636  
[parts@autobahnperformance.com](mailto:parts@autobahnperformance.com)

## Service

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



We Celebrate 50 Years of Fun, Friendship and Porsches in 2009!

February 7, 2009

# Golden Anniversary Gala Dinner Dance

February 7th, 1959 was a special day for Porsche owners in New England. The newest region of the Porsche Club of America was chartered and officially added to the growing national list. Officers were elected, a schedule of events was decided on and the fun began. 50 years to the day, the region will commemorate that beginning with a gathering of members, longtime competitors and rookies alike to relive memories and celebrate the creation of new ones. Join us for a special evening of food and fun... dancing and door prizes. And for a special evening, an outstanding guest speaker just for the occasion... Derek Daly will address us during the evening.

6:00 - 7:30 - Cocktails & Hors d'oevres

7:30 - Dinner & Entertainment

The menu choices are as follows:

**Fennel Dusted Halibut**

with tomato fondue, risotto & asparagus.

**Filo Crusted Chicken Breast**

on sun dried tomato cream, basil mashed potatoes & roasted vegetables.

**Center Cut Grilled Filet Mignon\***

with bleu cheese & port wine demi-glace,  
horseradish mashed potatoes & seasonal vegetables.

*\*Beef is prepared medium rare. If a different preparation is required, contact Betty Mae. A vegetarian meal option is available on request. Any persons with food allergies should notify Betty Mae as well. Phone - 781-444-8292 evenings 'til 9 PM EST. email: betty.mosley@fmr.com*

*The region has also arranged with the Marriott for preferred pricing of \$129. + tax for a standard single or double room. Call reservations directly at 1-800-228-9290 and refer to the Porsche Club of America - NER (PCA-NER) Room Rate. This pricing is available until January 16th. Marriott Burlington, One Burlington Mall Road, Burlington, MA 01803*

### Guest Speaker, Derek Daly

Derek Daly, professional race car driver, motorsports personality and businessman, has been invited to speak at the Gala Dinner on February 7th. Derek raced in Formula One, Indy Car and World Sports Cars for 17 years. Derek recently published his first book, *Race to Win*. How to become a Complete Champion, and Mario Andretti, in addition to penning the forward, has given the book high praise for the advice that he says "... resonates far beyond the racing industry." Don't miss this special addition to our dinner. It promises to be one of the highlights of the 50th year! Visit Derek's web site at [www.derekdaly.com](http://www.derekdaly.com) and read about his career and business.



## Make your Reservations!

DEADLINE  
JANUARY 16, 2009

LATE REGISTRATION  
JANUARY 17, 2009  
PRICE INCREASE

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

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

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

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

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

Total # of people \_\_\_\_\_ x \$50.00 per = \$ \_\_\_\_\_ TOTAL ENCLOSED (payable to NER/PCA)

Late Registration: After January 16, 2009 price is \$65.00 per.

Make your check payable to NER/PCA

Mail to: Betty Mae Mosley - 30 Frances Street - Needham, MA 02492

### ENTREE CHOICE:

Halibut

Chicken

Filet Mignon

## Thrill Rides 2008 - NER's Driver Education Ground School Returns Sunday, February 22nd - 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 2009 on Sunday, February 22<sup>nd</sup>. 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](http://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 22<sup>nd</sup>. 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 22<sup>nd</sup> 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](mailto:sartick@verizon.net).

### Who should attend?

Anyone interested in learning about our 2009 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2009, 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 2009 Driver Education Ground School at HMS Motorsport - February 22nd @ 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



## 29<sup>th</sup> Annual Zone 1 Tech Tactics

*Back to Basics* - This year's event will be the 3rd extreme makeover edition. We are once again heading back to the garage for a more hands-on experience with cars on lifts & other auto repair & upgrade demonstrations.

February 28<sup>th</sup>, 2009

### Tech Session Location:

Farnbacher Loles  
45 Miry Brook Road  
Danbury, CT 06810



### Hotel Location:

ETHAN ALLEN HOTEL  
21 Lake Avenue Extension  
Danbury, Connecticut 06811-9956

### *Speakers*

#### *Norbert Singer*

Bruce Anderson, PCA Senior Technical Advisor  
Allan Caldwell, PCA Technical Editor  
George Beuselinck, PCA Tech Committee-944  
Roger Garbow, Farnbacher Loles  
Jim Newton, "The Best of Jim Newton"

John Paterek, PCA Tech Committee-Interiors/Exteriors  
Chris Powell, PCA Tech Committee 911 (1984-1994)  
Joel Reiser, 911 (1995-2004) incl. Cup cars  
Peter Smith, PCA Tech Committee-997/Cayenne  
John Veninger, PCA Tech Committee - 928

### *Weekend Schedule*

<b>Hospitality:</b>	no host bar at Ethan Allen Hotel	<b>Saturday Evening:</b>	6:30 pm, Cocktails at Ethan Allen Hotel
<b>Registration Saturday:</b>	7:30 am		7:30 pm, Dinner at Ethan Allen Hotel
<b>Tech Sessions Saturday:</b>	8:00 am - 5:30 pm	<b>Dinner Speaker:</b>	Norbert Singer

### *Hotel Reservations – Ethan Allen Hotel*

Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of special rates available thru February 7, 2009 (\$ 119 per night, plus tax; single or double occupancy) Call 203-744 1776or 1 800 742 1776. Hotel parking available. (I-84 East.) Take Exit 4; at the light, turn right. Hotel will be on your right, after the underpass.

### *Registration Choices*

ANY questions, please call the Registrar Ed Hurd. (607) 564-7517 *Payment must be in US dollars. See below.*

#### **Saturday Tech Sessions, Coffee Breaks, & Lunch**

Postmarked 19February 2009 or earlier.....\$ 45US per person  
Postmarked 20 February or later .....\$ 50 US per person

#### **Saturday Dinner**

Postmarked 19February 2009 or earlier ....\$ 45 US per person  
Postmarked 20 February or later .....\$ 50 US per person

### *Registration Application*

Entrants Name _____	<b>QTY</b>	<b>AMOUNT</b>
Family/Aff Member _____	___ Tech Sessions & Lunch (see above)	_____
Address _____	___ Saturday Dinner (see above)	_____
_____	AMOUNT ENCLOSED (US)	_____
Day _____ Night _____	<b>Make check out (and mail) to:</b> Zone 1 PCA	
Phone ( ) _____ Phone ( ) _____	Ed Hurd	
Email _____	151 Vankirk Road	
Region _____	Newfield, NY 14867	

# Tech Topics @ Autobahn Performance

## Saturday, March 14th Starting at 10:00 AM

NER will be holding a Tech Topics meeting hosted by Autobahn Performance in Peabody on Saturday March 14th. Autobahn has been at their new location in Peabody (former location of HMS Motorsports) since last May offering the same great service from the same great people in their new, bigger location.

They offer a variety of services ranging from general maintenance and repair to performance upgrades for Porsches for track and autocross use. They are also authorized distributors for a variety of performance parts for Porsches as well as Audis and VW's. We will have a chance to check out the new facility and hear owner Rick Heatherington talk about some of the Porsche upgrade projects they have completed. Rick also plans to have some more detailed, hands-on demonstrations set up for us, perhaps addressing issues we may have experienced ourselves such as brake fade, RMS leaks, or non-functioning A/C systems and what can be done to correct or prevent these kinds of problems.

***If you have a specific question or topic you would like to have covered as a demo at this tech session, Please include this when you register for the event (see registration form below) and I will forward them to Rick. We cannot guarantee they will all be covered in the session, but will try our best to address as many of your questions as possible.***

Plan to arrive by 10:00 AM on Saturday March 14th. The session will last about 2 hours and we'll provide the refreshments.

We'd like to get a head count of attendees prior to this event; you can register by email at ryan28@charter.net (or mail using the mail-in form below); Registration requests and Tech Topics should be in by Monday March 9th.

Directions:

***From New Hampshire/Maine/Northern Mass points:*** Take I-95 S toward Boston/Peabody, Take exit 45 for RT-128 N toward Gloucester 1.4 mi, Take exit 28 to merge onto Centennial Dr 0.3 mi, Turn right to stay on Centennial Dr 1.2 mi, Turn left at 1st Ave. Building on left.

***From Northern Mass points via 128:*** Head South on RT-128 S, Take exit 28 for Forest St/Centennial Dr. 0.4 mi, Merge onto Centennial Dr 0.2 mi, Turn right to stay on Centennial Dr 1.2 mi, Turn left at 1st Ave. Building on left.

***From Southern Mass points via 128/95:*** Head North on RT-128 N, Take exit 28 to merge onto Centennial Dr 0.8 mi, Merge onto Centennial Dr 0.2 mi, Turn right to stay on Centennial Dr 1.2 mi, Turn left at 1st Ave. Building on left.

## **AUTOBAHN PERFORMANCE, INC.**



### **Registration Request: Autobahn Performance Tech Session - Scheduled For March 14th @ 10:00 AM**

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

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

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

***Please pre-register for this event by March 9th ; email Chris Ryan at ryan28@charter.net or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451***



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

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

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

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

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

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

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

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

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

**Finally the details:**

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

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

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

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

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

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

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

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



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

**2008 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter**

Entrant/Co-Entrant Names: \_\_\_\_\_

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

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

Phone (day - optional): \_\_\_\_\_ Phone (eve): \_\_\_\_\_

Email: \_\_\_\_\_

Porsche: Year/Model/Color: \_\_\_\_\_ License Plate #: \_\_\_\_\_

Meal Choices: Roast Citrus Grilled Chicken #\_\_\_ Grilled Canadian Salmon #\_\_\_  
Mesquite Grilled Tenderloin of Beef #\_\_\_ Melange of Grilled Vegetables #\_\_\_

Fleece Jacket: Women's \_\_\_ Size / Men's \_\_\_ Options are Sm/Med/Lg/XL  
Baseball Hall of Fame: I prefer 5-7 PM Friday / I prefer visiting another time  
#of Tickets: Age 7-12\_\_\_ / 13-64\_\_\_ / 65+ Hooray \_\_\_ / 6 & under free

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460  
Checks Payable To: NER/PCA

**Circle The Rambles You've Attended**

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

If you were on the '08 Ramble and your registration information was correct in the registration packet, it is only necessary to indicate your attendance in '08

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# NER's Gala Event - The "Annual Dinner"

Copy By Chris Ryan, Photos By Dave Weber

This year's Annual Banquet was held at the Oakley Country Club, located on the top of Strawberry Hill on the Belmont Watertown line. The Oakley staff had arranged tables on either side of the dance floor in the main ballroom, which featured large east-facing windows offering a sweeping view of the Boston Skyline. The room was decorated for the Holidays, and Vic Paul and his band were already set up and playing, creating an inviting atmosphere for NER members to relax, see old friends, and spend time catching up on the years' activities. All the while, servers offered up tasty hors d'oeuvres of scallops wrapped in bacon, spanakopita, and sesame chicken for people to snack on while enjoying drinks during the pre-dinner cocktail hour.

Once we were all seated for dinner, Caesar salads were served all around. As the group was finishing their first course, Bob Canter began the evening's business by welcoming everyone to the dinner and thanking NER's sponsors for their invaluable help in making the Club's many events possible. Jerry Pellegrino of EPE and Mike Noonan of Mike's Auto Body were both in attendance and received a warm round of applause from the group. Bob also thanked Steve Uliss of Firefly's restaurants, Rick Heatherington of Autobahn, Joe Marko of HMS, Chris Husband of IRA Porsche. Without their support, NER would not be able to provide all the great driving events that it does throughout each season, nor would it be possible to produce the Club's high quality publication, the Nor'Easter which members receive each month.

Next up was Michelle Wang, who provide a brief overview of the activities planned during 2009 in celebration of NER's 50<sup>th</sup> Anniversary, the first of which will be a dinner to be held at the Burlington Marriott on February 7<sup>th</sup>. Michelle had also brought along a very attractive NER 50<sup>th</sup> Anniversary Banner which was on display in the entry as members arrived for the dinner. No doubt this artwork will be making many more appearances at events throughout 2009.

Current Club President Bruce Hauben was next up and he began by thanking outgoing Administrative VP Bob Canter for his service in that position. Bob, who had been hoping to receive a Rolex watch, graciously accepted Bruce's thanks. Bruce

then followed with introductions of next year's executive board, starting with John Bergen, who will become NER's President, Steve Ross, Vice President of Activities, Chris Ryan, Administrative Vice President, Karen Cohen, Treasurer, Jill Maserian, Secretary, Dick Anderson, Membership, and Dave Weber, Editor of the *NOR'EASTER*. Following a group photo, everyone returned to their tables as dinner was served. The more popular entrée of the night was a beef tenderloin served with potato and grilled vegetables, while the non beef eaters enjoyed a chicken picatta served with rice and vegetables. As people were finishing their dinners, it was time to begin presentation of awards.



2008 Autocross Series Class Winners

Ron Mann, Autocross Chair, began by thanking fellow autocrossers Cuan Coulter and Jon Cowen, who both stepped up this season and shared many of the behind the scenes duties with Ron that are crucial to operating a successful autocross event. Following that, Ron bestowed I-pod mini's on the 2009 NER Autocross Class Champions complete with engraved names and championship status on the back. Receiving their trophies and standing for the group photo this year were Tom Tate, Joe Kraetsch, Fran O'Day, Jon Cowen, Matt Baker, George Skaubitis, Jake Moreau, Steve Lefebvre, and Ron Mann. Unfortunately, Jack Saunders, Georges Rouhart, and Mike Tosi, could not attend the banquet, but were awarded their championship trophies in absentia.

Bruce Hauben then followed with announcements of next year's Track Committee. Bruce began by expressing his appreciation for the great job done by this year's Track Chair, Laurie Jitts, who, unfortunately for NER, has moved to Texas and will not be



Instructor of The Year went to Steve Artick



NER's 2009 Board of Directors



Fran O'Day with the 914 Fresh Air Fan Trophy

able to serve as NERTrack Chair next year. So for 2009, the Track Committee will be chaired by Bruce along with George Bixby, a duo that brings plenty of experience to the job. Also serving on the Committee will be Peter



Barbara Collazzo-Noonan & Nike Noonan with the Seymour Lisker Award

Tracy, Chief Instructor, Mark Keefe, Registrar, Steve Artick, Instructor Development, Frank Bruns, Novice Development, Stan Corbett, Track Operations, and Chris Outzen, Chief Scrutineer. Bruce then went on to hand out the Track Awards, which went to Steve Artick for Instructor of the Year and Stan Corbett for Most Improved Stu-

*continued on page 24*

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dent of the Year.

As the crowd finished up dessert, Dave Weber had the honor of awarding the Club's special awards. Dave began by adding his praise for the great job done by the recipient of the Bob & Liz Connell award, Laurie Jitts, who was awarded the prize in absentia for his exceptional service to the club, especially during his tenure as Track Chair. The Seymour Lisker Award, given to those members who give it their all, only to have things not quite work out, went to Barbara and Mike Noonan. As Dave explained, the honor was probably earned as a result of their misfortune at a track event in Canada this summer where their truck was stolen out of the parking garage, leaving them stranded with a trailer, race car, and no way to get home. Finally, the "Up and Coming 914 Driver" award, a curious item constructed out of an old 914 heater box which has had various items attached to it over the years (each recipient is responsible for adding their mark before



John Bergen



Christine & George Skaubitis

returning it for next year's award). Last year's winner Sigrid Schnoerr had proudly added part of a grille, probably removed as part of some off-season modification. This year, it went to Fran O'Day, who has actually had plenty of experience as a 914 driver/owner, so he should have no problem finding an appropriate addition somewhere in his garage this winter



Karen Cotte, Bruce Hauben, Roger Cotte

to add to the trophy for next year.

Finally Dave presented in coming region President John Bergen with the Newsletter Contributor of the Year Trophy.

Thus, with the business portion of the evening was concluded, members had a chance to resume their conversations with friends, while Vic Paul's band kept the music flowing. As the evening went on, there was plenty of time for dancing and socializing, which folks enjoyed until the designated closing hour of 11:00 PM. NER wishes to thank the staff of the Oakley Country Club for providing a pleasant setting for another enjoyable evening for the NER Annual Banquet.

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# Porsche News

Copy & Photos Provided By Porsche Cars North America

ATLANTA – November 24, 2008 --- Three-quarters of a year prior to market launch, Porsche has released the first official photos of its new four-door Panamera. Porsche's unique four-seater was conceived and designed as a four-door grand touring sports car, combining numerous talents in typical Porsche style: sporting driving dynamics, a spacious interior, and the supreme comfort of a Gran Turismo. Joining the 911, Boxster and Cayman sports cars as well as the Cayenne SUV, the Panamera is Porsche's fourth model series.

The Panamera designers have succeeded in positioning it as a brand-new and truly different model while retaining the looks of a typical Porsche. Through its proportions, the Panamera stands out in its market segment: measuring 76 inches wide and 55.8 inches in height, it is wider and lower than comparable four-door models. The unmistakable GT silhouette is created by the car's overall length of 195.7 inches and short, sporting overhangs. In its styling and details, the Panamera follows the design philosophy refined over decades on the 911 and successfully implemented on the Boxster, Cayman and Cayenne.



Rear view of the new Panamera

### Pure Porsche DNA and comfort for four

Through its design language, the Panamera establishes a new segment. The symbiosis of sports car DNA derived from the

*continued on page 35*

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# Frodo Had The Ring . . . We Have The Race

Copy By Bruce Ledoux & Photos By Bruce Ledoux, Dan Watkins, Craig DeStephano

For those that aren't familiar with JRR Tolkien's Lord of the Rings Trilogy, hobbit Frodo Baggins was able to fight off the evil influence of The Ring to ultimately overcome evil to save earth as we know it. The ring had phenomenally evil powers that would draw one in and consume them with the lure of omnipotent power. People would actually morph into crazy looking creatures like Frodo's antithesis Gollum. Gollum the hobbit used to look like Frodo before he spent lots of time with The Ring.

"The Race" - the Rolex 24hr at Daytona is the only professional 24hr race in the United States of America. It has that same lure, that same draw and the same effect of morphing your bank account into a crazy looking creature like Gollum.

My five-year-old son Colin, who is in kindergarten, was born with an unbalanced chromosomal translocation. This occurs when two of the chromosomes break off during formation and are reattached in other, unbalanced positions. It leaves Colin with too much of one chromosome and not enough of another. As a result, Colin suffers cognitive growth with speech, dexterity and general function delays. Through it all however, we've been thankful for the extraordinary care we've received from Children's Hospital in Boston.

Despite all of the issues he faces in terms of extra schooling through the summer, frustration in his inability to communicate well, a diet that up until recently consisted of just 4 food items, Colin has this crazy ability to find a warmth and interpersonal tenderness that has earned him the nickname "Romeo" in his school. There isn't a soul he won't walk right over to hug, grab the hand of and shake down for their car keys (they're his thing). He's such a fan of cars and keys that he literally sleeps with a set of my old race car keys every night.

That's when it hit me.

For me, the Daytona 24hr is a passionate pursuit both on a hobby level, but more importantly, I'm putting myself in danger for, driving 170mph for, and spending boat loads of money for

- for the biggest cause in life. A child and all those he represents. All those that need us to act and make a change for their benefit. . . . . All those who need a Guardian Angel.

Starting in October, Dave Quinlan and I officially launched the Guardian Angel Motorsports team - which also consists of Steve Zadig, Dan Watkins to begin raising money to benefit Children's Hospital Boston. To raise awareness to the cause, we will be running the Rolex 24. The goal is to raise \$750,000 for Children's Hospital Boston; as of mid November, we've raised nearly \$30,000 in pledge per lap donations. To make it easy for donors, we're asking for a contribution of one dollar a lap. The more practice and race laps we complete, the more money we can raise for a great cause.

## *I've been tossing in bed since 3:18 a.m.*

We Leave for Daytona Practice Session 1 today. Yesterday the boys helped me pack my gear into my race duffle. This consisted of Ryan (Ceasar) sitting in the bag and barking orders at the rest of us to hand him things to play with. He then dictated we be quiet while he worked on his 'computer'. His 'computer' is my very sensitive tire pyrometer and multiple car lap timer. He was less than impressed when dad put that one out of reach. Colin, on the other hand, strapped on the radio holster and accompanying head set talking very loudly to make sure he could hear himself as well as we could. A very low stress event. . . . . Oh my.

Grand Am put out a press release just a couple of days before the October test session. In it, we received brief mention. I forwarded the release to my mom in the hopes she'd find some sense of pride in it. She flagged me down at my daughter's soccer game the day before departure and asked me what made me think I was qualified to race with Roger Penske. . . . . uh. . . . . hmmm. . . . . I don't even know where to begin in that reply.

As I look out the window on my flight south, all I can think about is entering the bus stop chicane at 160 mph, feeling the harness pressure my chest and the seat bolster chafe where my lats are supposed to be. As a driver, you feel so in the groove, so in control with the 997 GT3 Cup Car, there is little that compares. To borrow a phrase from Car & Driver, "...the car has more stick than a life insurance salesman..." It's a stunning change after 5 years in a Spec Miata.

I've broken the cardinal driver's rule, however, by falling in love with our car. Maybe it's the livery, maybe it's the look or feel, but it's definitely the sound. The throttle is so responsive making the motor rev both up and down so quickly, you could almost talk with the accelerator. Every time I get in, I think of Peter Frampton's famous 1971 song, "Do you feel like we do." I keep imagining I can mimic those words with the gas pedal. Any excitement however, is quickly eclipsed by my anxiety over turn one. As I study it, turn one is entered at 174 mph, has little run off and a favorite place for the Daytona Prototypes to capitalize on their superior speed, and better braking by wedging slower cars (us) in between themselves and those in



Ledoux (left) and Quinlan hold a team conference

their pursuit. In other words, the annoying GT cars are used as cannon fodder here. Not a role I'm excited in playing.

**43 Laps complete - 957 to go)**

The first day of practice was such an emotional experience.... wow...I'm not even sure what to say. We were at Daytona, we were running with the DPs and we were pretty fast!Toby (as our



"Toby" in the garage

car is affectionately named) was a champ today, running hard for a *third* year in a row, showing his younger contemporaries that he's still got something under the hood (trunk lid). We did find his legs weren't long enough so we had to *re-gear* in the paddock as we were sitting on the rev limiter with over 1200 feet of straight away remaining.

The rebuild left us with a new found velocity. Our team manager, Kevin Buckler of The Racers Group, advised us to be mindful and allow extra braking room. Teammate Dan Watkins was at the wheel when he literally *drove the bumper* off. He was crossing the start finish when the bumper simply let go. We thought it was pretty funny that, as a Brit, - he missed the



"Toby" crosses the start / finish line - photo by DeStaphano

American cliché - as the goal is to drive the *wheels* off the car, not the bumper.



"Toby" showing some leg

*continued on page 28*



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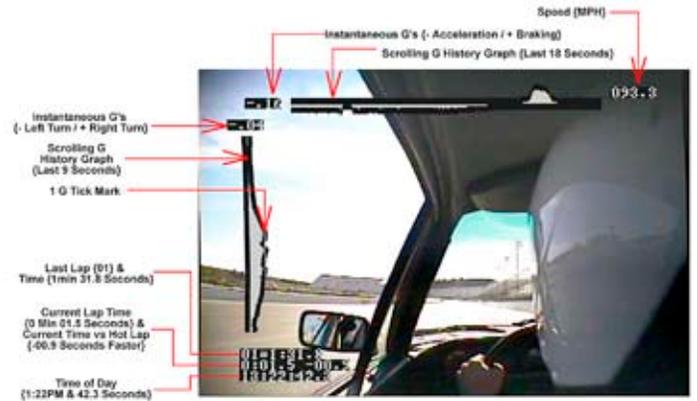
The Grand Am drivers are fast. There is a huge dichotomy between the amateurs & veterans. As best I can tell, most of it is technique. That said, there is always the innate skill, but it's my opinion that the "X" factor accounts for a second or so...not 5 seconds. Overall the group is easy to drive with. I'm also taken with the meticulous nature in which everything is kept. There is one guy pitted next to us that appears to have custom fuel barrels that look like machine turned aluminum kegs. Very Cool.

The Grand Am people are super receptive and helpful too. Maybe it's just the newbie in me, but I'm taken by their willingness to help and get involved. It's very personal and relationship oriented which I hadn't expected....heck, its 'pro-racing'.... big talent, big \$ and big egos. My impression has been just the opposite....why we get treated with far, far less respect and courtesy as Spec Miata drivers in the SCCA (can you believe it?)

The rules are *super* relaxed with *no* driver's meetings, registration process. They handed out a sheet to the crew chiefs with some notes for them to take back to the drivers. A far cry from the PCA Club racing we embarked on this past year. Our annual PCA tech at the Road Atlanta race brought an argument with the official and me over the value of having your name on your helmet when it was sewn into your driving suit. (He said it was required by the rules and my reply was that if they were separated in an incident, it would be pretty easy to figure out to whom what belonged. He didn't find that as funny as I did.)

The icing on the cake...was the last run of the day...evening & cool....huge thrill running fast in the darkness.

Team techie Chris Outzen hooked us up with his friend Pete from Gboxtrack.com and gave us a very cool gps data box that overlays on our video. We fine tuned it all and were able to produce this screen print of my night run tonight. Here is a cheat sheet on what it all means.



Screen Shot showing Gboxtrack display

Pos	Mid Car	Last Name	Class	Lap	Last LapTc	Best LapTc	Diff	Pos	Mid Car	Last
1	55	Christophe Bouché	DP	18	1:40.421	1:40.421		35		
2	58	Dance Law	DP	18	1:41.262	1:41.262	0.841	36		
3	59	Jose Harbasa	DP	11	1:47.807	1:41.530	1.109	37		
4	5	Damas	DP	24	1:43.790	1:41.953	1.532	38		
5	09	Scott Flossell	DP	8	1:43.755	1:43.755	3.334	39		
6	16	Christian Fittipaldi	DP	6	1:43.971	1:43.971	3.550	40		
7	75	Tracy Krueh	DP	26	1:47.730	1:45.210	4.789	41		
8	87	J	GT	15	1:51.259	1:50.821	10.400	42		
9	65	John Patten	GT	34	1:57.047	1:51.184	10.763	43		
10	18	Quinten Ledoux	RG	23	1:54.069	1:51.576	11.155	44		
11	14	Burtin Baldwin	GT	25	1:52.014	1:52.014	11.593	45		
12	38	von Moltke Taylor	GT	8	1:52.145	1:52.145	11.724	46		
13	56	Pumpelly	GT	37	1:54.715	1:52.216	11.795	47		
14	08	Eric Curran	GT	3	1:54.284	1:54.284	13.863	48		
15	34	Willacy	GT	21	1:56.621	1:54.619	14.198	49		
16	86	Graef Peard Yara	GT	36	1:15.868	1:54.787	14.366	50		
17	17	Gary Jensen	GT	21	1:53.729	1:55.374	14.953	51		
18	67	Steve Miller	GT	2	2:00.139	2:00.139	19.718	52		
19	11	THA	DP	0				53		
20	13	Taylor Deyer Tay	DP	0				54		
21	45	Hindery Jf Pethy	DP	0				55		
22	7	Cruz Rodriguez	GT	0				56		
23	89	THA	GT	0				57		
24								58		

Day 2 Timesheet

It's a super unique experience to be doing 169.5 mph in the dark....oddly, it's not very disconcerting, mostly due to the voodoo setup on the car....plus the lights. Oh the lights....Holy cow do we laugh when we hear the other drivers complaining about the lighting. You've got to be kidding; they haven't done a Summit Pt or VIR race where the darkness is so thick you could cut it with a knife...like Jagermeister that's been in the freezer for 2 days. LOL! It's like 1 p.m. in the afternoon!

Repairs on day one? Well that was easy:

1. Complete transmission re-gear.
2. Grinding & trimming wheel wells to fit wide wheels with bigger track (borrowed).
3. Reconfigure electronic shift cut in ECU for sequential clutchless upshifts.

4. Replace right rear brand new axle as boot ripped spraying grease everywhere...ugggh.

### ***“Hello, I am Jim France”***

The gentleman stuck his hand out and said, “Hello, I am Jim France.” Dave Quinlan and I were doing a data debrief when Kevin Buckler was walking his next appointment into his office in the front of the trailer. He stopped to introduce us to a very kind, tall, older person. The gentleman stuck his hand out and said, “Hello, I am Bill France.” We laughed about Spec Miata racing together. So casual, non-chalant...like it’s nothing big. The star factor is honestly a giggle.

### ***In getting out of the car, I was literally shaking....***

The physicality of driving the Cup Car has caught me off guard this season. Having done many a long stint in the Spec Miata, I must admit, I was somewhat cavalier about my ability to pull a long stint in “Toby”. My record driving stint was at Nelson Ledges 24hr in August 07 where I did just shy of 2.75 hrs from 1:30 a.m. to almost 3:45a.m. It was grueling as there was late night/early morning fog that was just plain terrifying to enter on the back straight. I was just thankful to get out of the car and relieve the stress.

The Cup Car is different. In getting out of the car at Road Atlanta after a 35 minute stint of practice starts, I was literally shaking. My arms and legs where shaking like I was shivering. Every part of the driving experience is so intense and requires so much energy, focus, concentration & precision. Given the extreme need for precision in the Rolex24 to stay out of trouble and on the track, I’m gathering that lots of attention needs to be paid to pre-race prep.

A new race friend, Ron Yarab and I have been chatting about driver race prep. Check out his driver prep regimen:

*“...Last year, my goal was to make it to morning. This year, my goal is to make it to night. We’ll see where we’re at when the sun comes up and then try to race. “I do a ton of physical conditioning. I do a 10K every Wednesday and Sunday, then I do Pilates on Tuesdays and Thursdays, then do the elliptical [trainer] the other two days and take one day for mental preparation. I do the physical conditioning so I won’t have to worry about it during the race. Since I’m not in the car all the time, I have to expend my energy mentally to make it work. I started after my dirt-track season was over, at the end of September...”*

This, from what the league would consider to be a ‘gentleman’ racer vs. a pro. Seeing that I’ve never even run at 10k before, you might begin to understand my anxiety. There is no way I’m arriving at that race in anything less than the best shape I’ve ever been in from a mental and physical perspective. These are the easy parts as we can control them. It’s race chaos that’s the hard part.

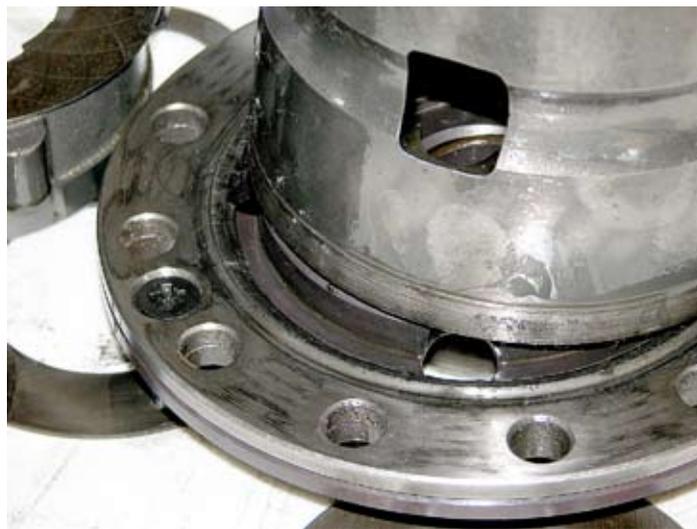


*Ledoux (left) and Andy Lally sharing ... er .. stock tips, Photo Watkins*

### ***This Racing Stuff is Bi-Polar***

Wow....it just kept getting better. The second morning started out cool (49 degrees) and sunny. Lots of power on a day like this. Teammate Dan Watkins was first at bat and shot out of the box with a two second improvement in lap times. Dan is putting his foot down...literally.

David Quinlan was working the phones with a 2 hour conference call which allowed us to slip Andy Lally in behind the wheel and give us some data laps for comparison. Holy cow, the



*Broken differential - its supposed to be one piece ... not two.*

kid has the X factor. First lap, he drops five seconds off of our best time.....Enough already, get out of the car....we get the point and it’s killing our buzz.

I’m next up, keen to capitalize on the overnight subconscious

*continued on page 30*

**Frodo Had The Ring- continued from page 29**

analysis. I emerged from the car so very happy having exceeded my goal of 1.55.00 for the day. This probably isn't a fair screen print...these guys are clearly capable of more...but man, it feels good!

All seemed to be going well on the day so I chose to take a 30 minute ride north to connect with a fellow Rolex racer (Gotham Racing) to buy some new tires he was selling. Upon my return, I learned that tragedy had struck. Poor Toby broke his 'ankle' as his factory cast differential sheered. The picture shows how the collar has separated from the drum. It's only supposed to be one piece...not two

Have no fear, Trevor Dawe from Dawe Motorsports and the TRG team stepped into action and we were back out in just a few hours to crank it up again. A post mortem analysis of the car data showed that the factory tension settings were too tight and the banked oval took its pound of flesh from Toby. With the outside wheel spinning an average 1 mph faster for the entire length of the oval, the clutches were too stiff causing huge heat and wear, eventually leading to the differential shearing.

The highlight of the day was talking about the Guardian Angel story with Michael Harker from Grand Am press. He, together with his colleague and 12 time Boston Marathoner, JJ O'Malley

have taken an interest in our pursuit. I'm excited about our potential to combine efforts for the greater good. I talked about my ambition to run this across the Ferrari Challenge, Craftsman Truck, Grand-AM and Porsche Club Racing leagues for 2009. Go big or go home...they didn't seem to flinch.

Ok -it's 1:54 a.m....tomorrow is last day of practice, we're looking forward to digging into the data with the crew at TRG and finding some bad habits to fix. Let's just hope we can keep this car together...it's been a roller coaster day emotionally with all the repairs required.....and I want a good lap time....

**Day three – it's a wrap.**

It's over....and I'm so exhausted. Despite all the excitement... I'm realizing now there was huge stress associated with the effort. My cue should have been when I awoke on Monday, 10.27 at 5 a.m. in a panic that the person transporting the car down to Daytona had gotten a haircut and shaved his beard so I couldn't find him or the car. There was huge anxiety.....about the track, the speed, the other 'pro' drivers, the infamous DP (Daytona Prototype) cars....and of course, the money.

Great day today, the car worked flawlessly, the weather was cool and track was hot enough to lay down some hard core



"Toby" in Turn 3, Photo DeStephano

times. It wouldn't be fair not to mention the extreme effort Trevor Dawe of Dawe Motorsports and Matt from The Racer's Group made on our car. These guys work unbelievably hard and get NO credit.

In 3 days they made the following repairs.

1. 3 sets of brake pads.
2. Pulled the transaxle THREE TIMES.
3. Replaced the brand new \$2,080 right rear axle.
4. Removed and loved up the Accelerator (stuck on me at end of straight last night... 170 mph into the 60 mph turn 1....eek) - anti-climactic video though...
5. Re-soldered the pit speed limiter.
6. Re-calibrated ECU shift software.
7. Replaced clutch after mis-diagnosing differential failure.
8. Reattached Bumper half with LOTS of duct/RACE tape.
9. Cleaned, vacuumed and polished innumerable times.

Our times are tightly clustered around the 1.54 to 1.55 per lap range. We all hit our personal bests and were able to do so on a repeated basis. The TRG team says a race at that pace, without

incident could spell top 10 in class results. Well beyond our wildest expectations. It feels like validation.

We're really gel-ing as a team. We had a vision, we pursued a path we felt we could afford and took a shot. Turns out, you don't need the newest, best, most expensive, super-whammy setup to run right up front.

Our team debrief on the ride to the airport is that the Guardian Angel Motorsports train has left the station. It feels so good after so many months of hour long conversations, meetings, and scribbled notes. I've been given the book entitled, "The Secret" and found a quote from Martin Luther King Jr. that seemed to fit our take on the results of our efforts this week. The quote says, "... Take the first step in faith. You don't have to see the whole staircase. Just take the first step."

*Ed Note: Should you wish to participate through a donation, you can contact Bruce Ledoux at 866-752-4220*



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NY CS 5650281 12/07

concerns.

May 18, 19, 20 at NHMS is our first on track event of the season. While it is an NCR event co-sponsored by NER, we've been asked to run the May 18<sup>th</sup> Novice Day, something we've been doing for many years.

The concentration of the day is on giving you new drivers a firm foundation for skilled track driving through skid pad, slalom and braking exercises followed by on track driving with an NER instructor in your passenger seat. Before there was such a thing as "politically correct" we used to call this "Women's Day at the Track". My point here is that we URGE women to give it a try. This is a sport where one's gender persuasion has no bearing on one's skill and potential; men and women both are urged to give it a try.

May 19 & 20<sup>th</sup> will be normal DE days; many of you novices may want to sign up for one or both of these days to follow up what you've learned on the 18<sup>th</sup>. Remember that every instructor was at one time a novice.

July 6, 7, 8 finds us at LCMT (Mt. Tremblant) about an hour north of Montreal in the beautiful Laurentian Mountains. Right now the monetary exchange rate makes this a fantastic family trip. We stay in the ski village loaded with restaurants and shops so your husband and kids will have plenty to do while you're enjoying a world class race track. There's also golf, white water rafting, hiking, mountain biking and the list goes on and on. This event sells out every year so please register early.

With one day in between for the easy 4 hr. drive from LCMT we go to Calabogie on July 10, 11, 12. Or if you simply can't get LCMT into your schedule, join us at Calabogie, about 90 minutes west of Ottawa. This is a new (3 years old) track already

making a positive name for itself, and is one of the more interesting tracks I've driven.

Watkins Glen is September 2,3, a few days before Labor Day this year. As we know WGI has its own micro climate and this time of year is really ideal, we beat the heat of July and August and the cold of October and November. There aren't many tracks in the country with as deep a road racing history as WGI, a great track and one with no noise restrictions.

September 10<sup>th</sup> we're back at NHMS for a single day. It's so close to home

it's a great opportunity for those who've been unable to make any of our longer distance track events. Drive up in the morning and be home in time for dinner.

September 21, 22 is the only Lime Rock event of the year on our schedule, hosted by NCR and co-sponsored by NER. There will be very limited space availability for these days so again, get your registrations in early if you're thinking about going.

Our season wraps up October 12, 13 back at NHMS, hosted by NCR and co-sponsored by NER. There are always many NER drivers and instructors attending so you won't feel left out. Sign up early even though it seems a long way off, it fills up fast.

See you at the track.

**Proof Reader Wanted**

**Man Kills Self Before Shooting Wife and Daughter**  
Ah yea.

**Something Went Wrong in Jet Crash, Expert Says**  
No, really?

**Police Begin Campaign to Run Down Jaywalkers**  
Now that's taking things a bit far!

**Panda Mating Fails; Veterinarian Takes Over**  
What a guy!

**Miners Refuse to Work after Death**  
No-good-for-nothing lazy so-and-so's!

**Juvenile Court to Try Shooting Defendant**  
See if that works any better than a fair trial!

**War Dims Hope for Peace**  
I can see where it might have that effect!

**If Strike Isn't Settled Quickly, It May Last Awhile**  
Ya think?!

**Cold Wave Linked to Temperatures**  
Who would have thought!

**Couple Slain; Police Suspect Homicide**  
They may be on to something!

**Red Tape Holds Up New Bridges**  
You mean there's something stronger than duct tape?!

**New Study of Obesity Looks for Larger Test Group**  
Weren't they fat enough?!

**Local High School Dropouts Cut in Half!**  
Chainsaw Massacre all over again!

**Hospitals are Sued by 7 Foot Doctors**  
Boy, are they tall!

And the winner is...  
**Typhoon Rips Through Cemetery; Hundreds Dead**

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distinguishing signs on the main road we were driving on. The driveway itself wasn't even that well lit so Dot and I were both wondering whether we were at the right place or not.

As we got closer to the parking area we began to see some Porsches hunkered down in the cold night, so we knew we had arrived at the right place. On the way in we saw Cuan and Lee Coulter making their way into the club house. Cuan started a new job a few months back and I have not seen him too often since he is extremely busy in his new position.

The room where the function was being held was a good size and well lit. The band was playing some great background music while the wait staff passed some delicious hot hors d'oeuvres. We had a good view of the Boston city skyline, and there was a well stocked bar close by. What more could you ask for!

Dot and I managed to mingle and chat with many people, although the cocktail hour was over before we knew it and we were sitting down and eating while the various award presentations took place. I don't know about the rest of you who attended but it would seem that extending the "Happy Hour" by another half hour or so might allow people to meet and greet with even more people. Let us know your thoughts! With the 50<sup>th</sup> Gala fast approaching, (by the time you read this it will only be a month away) it would be nice to finalize the format of the event. I am one of those who feel an extended happy hour is better.

So here it is mid-December and I am down in Rhode Island preparing to winterize the 964 Coupe and some other small engines – lawn mower, leaf blower, and generator. I know my neighbors are loving me as I run four engines at once. I think the leaf blower is the loudest of the bunch and I don't even have it cranked up all the way. I'm just glad that I am getting to it before the Christmas and New Years holidays because when they come around I won't have any time. It's kind of a sad thing knowing that you won't be driving your car for 5 months or so, almost brings a tear to my eye.

To pass the time during the upcoming cold months, I will be partaking in some of the many events we have planned. There is the tour of KTR in mid-January. KTR is a race prep shop located in Ayer MA. There is also the instructor meeting in late January where I plan to attend as a photographer and interested party. For all of you DE instructors this is a must see event. It will be held at European Performance Engineering in Natick MA. In February we have the 50<sup>th</sup> Gala with a special guest speaker Derek Daly, the NER DE Ground School, and lastly the Zone 1 Tech Tactics meeting. Check this issue of the Nor'Easter, or our web site [www.porschenet.com](http://www.porschenet.com), for more details.

Finally to wind down this month's column I thought I would take the opportunity to write to you about volunteering. Now that I have officially assumed the role of president, there are a few things that I am going to focus my attention on with one of the main ones being volunteers. As you all know our great club

is run by volunteers. There are many ways in which you too can be involved and help make a difference in our club. In the coming months I will be looking for people to write guest columns for the *NOR'EASTER*.

Writing a column is easy and it should not result in any stress related injuries. All you have to do is write about an NER Event you attended. Let people know how much fun you had and what you did. If you've read my columns over the past two years you know that we aren't looking for Pulitzer Prize writers. All you have to do is be genuine and write what you feel. I'm only looking for a page or two within a word document.

Other ways to help out is by suggesting to me, and the board, activities you feel might be of interest. Something that the Santa Barbara PCA Club does monthly is a breakfast. I also noticed on Pelican Parts that there is a group, the East Coast R Gruppe, that meets on a semi regular basis. I haven't participated yet but it would be fun to see about maybe hooking up or doing something similar.

We are also always looking for good people to help run our events. It is my belief that if we can get a group of people to work on an event and they all share in the duties then the amount of time each person is required to commit won't be too much. This is an idea I hope to explore when I comes to finding a replacement for our esteemed Editor Dave Weber. By creating several positions that go into the preparation and delivery of the *NOR'EASTER* we may be able to accomplish what Dave current does on his own. Some positions could be Editor, Photographer, Advertising Manager, Copy Editor, Publisher, and so on. If you ever wanted to be part of an award winning magazine now is the time to step up.

In discussions with a few fellow members I'd also like to explore how we may be able to deliver an interactive version of the magazine. There are many auto enthusiast sites on the web that are doing just that and it may be fun to check it out. Again, if people have interest in this sort of thing here is your chance to make a contribution to the club through ideas and efforts. Please consider giving back to your club!

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

Now all I need is a little more practice and I'll be ready to take Mark on.

The other problem had been an aggravation for the last ten years. The mechanism for the driver's door latch has been hanging up for at least that long. The door works fine from outside but when opened from inside it would hang up and wouldn't catch when closed. The normal reaction was to slam it harder a second time. That worked some times. All that was needed was a second pull on the inside handle, a quick release and it would work fine. It was a little trick that I had learned to do automatically but if anyone else got in and out of the car they always pointed out the "broken door". It wasn't broken; it just needed a little attention.

When my kids were little the cover for the door compartment on the same door got damaged and in my travels I had picked up a new one. That sat on the shelf waiting for the day when there was time to remove the door panel and replace it. With the latch not working I needed to remove the door panel anyway so all the stars were aligned for both jobs to get done at once. It just took a while to get to it. As in years.

One evening after dinner the heat was on in the garage, Tanner Foust was on the Speed Channel drifting away and the time had come. With very little fuss the parts came off, everything was cleaned and then reassembled. I don't think the door panel had ever been off as the original plastic moisture barrier was still in place and there were no strange bits in the bottom of the door. The new cover looked great and the door opened and closed like brand new. It even sounded like a Porsche door again when closed. Of course I saved the door compartment cover, it's pretty tattered but you never can tell when it will come in handy.

While I was there I also secured a wire for the radio as the music would stop (and the clock reset) when I went over a bump. A second bump always got it going again but sometimes those bumps were pretty far apart. I could bang my palm on the bottom of the dash if I wanted to hear the end of the song. Maybe a track set suspension had something to do with it. I had learned to live with it because like a lot of us we expect an old car to have a few faults so we make allowances. Of course it's only a fault until it's fixed. I had trained myself to say "loose



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wire" when it happened with someone in the car as though I had to make excuses for the poor thing. Interesting how we compensate for things in our life that aren't the way we wish. Especially when corrections are so easy.

Every time I correct these little irritating problems I always wonder why I didn't do it sooner. Mechanical things that work the way they're supposed to are such a joy. When doors don't close properly, upholstery gets tattered, and radios don't play, the car falls into the "trash can" category very quickly. With just a little tinkering an old car becomes a gem once again. And I get this feeling that I can fix anything. That's not true but it sure feels good to think that I can. KTF

---

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

The cleanup took a while, but certainly nowhere near as long as it will take for a lot of homeowners around the state. I hope no NER members suffered significant damage to their homes or possessions. This isn't the time of year to have to deal with financial hassles or insurance companies.

With the economy in free-fall generally, U.S. auto manufacturers struggling, and one financial crisis after another, things certainly have changed in less than a year. If things can go downhill so fast, let's hope the turnaround when it comes is equally quick. I suspect NER members will be more cautious with their spending which might affect attendance at some events. Remember, we organize a number of events that are very affordable — and fun. Our monthly meetings are generally free, autocrossing is a bargain, and our day tours are also low cost — even the Ramble is pretty affordable. So don't stay home this year — come out and have fun with your Porsche and Porsche friends.

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**Porsche News** - continued from page 25

looks of a coupe, the unique interpretation of the classical saloon body and the benefits of a variable space concept give the new Porsche a truly unmistakable appearance. For instance, Panamera comes with strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment – with the distinctly contoured wings flanking the flat front lid – create the typical 911 "landscape" Porsche customers have appreciated for over 45 years. V-shaped seams along the hood and a rear window that tapers like an arrow to the rear also are characteristic of a sports car. Muscular shoulders over the rear wheels, the sweep of the coupe-like roofline and visible tailpipes again bear the thoroughbred Porsche DNA.

An elegant roof arch extends over the generous interior. Thanks to the unique and sporting architecture of the interior, the car's occupants are able to experience a cockpit-like atmosphere from all four seats. All occupants enjoy supreme comfort in both the front seats and the two contoured rear seats. The



Front view of the new Panamera

luggage compartment easily takes all passengers' luggage; the Panamera's variable space concept with folding rear backrests enables driver and passengers to adjust the luggage space to individual requirements. Finally, the coupe tailgate in the sporting rear end combines everyday usability with stylish elegance.

**Panamera's powerful engines hail from Zuffenhausen**

Porsche has developed powerful and up-to-date engines for the Panamera, reflecting the qualities typical of the brand; the V-engines come with six and eight cylinders and output ranges from 300 to 500 horsepower. Some engines use turbocharging technology and Direct Fuel Injection, making them both fuel-efficient and very powerful. Power flows to the wheels through either a manual six-speed gearbox or Porsche's seven-speed PDK *Doppelkupplungsgetriebe*, or Double-Clutch Gearbox.

In addition to rear-wheel drive, the top version of the Panamera comes with even more sophisticated all-wheel drive, available on other models as an option. Porsche also is preparing a fuel-efficient version of the Panamera with hybrid drive. Further details on engines, transmissions, performance, prices and equipment will be disclosed next spring.

The Porsche Panamera will be built at Porsche's Leipzig Plant, where a 237,000-square-foot production hall and a logistics center currently are under construction. While the Panamera engines are built at Porsche's Main Plant in Zuffenhausen, painted bodyshells will be supplied by Volkswagen's Hanover plant. The Leipzig Plant will then assemble the Panamera for final delivery, with an annual sales target of about 20,000 units. Porsche is once again cooperating with German suppliers, with some 70 percent of the car's components being created in Germany.

The Panamera will make its world debut in spring 2009 and the first models will be at dealers worldwide in late summer of next year.

Minutes - continued from page 8

make it easier for member of the board transition into their roles. John also mentioned that he plans to maintain records of all the various awards and where they are located. As a last idea, he proposed that we put together a sign up sheet at our various events to ask for more participation from our membership.

Dave suggested we send out a email blast promoting the 50<sup>th</sup> anniversary. In addition to 2009 being NER's 50<sup>th</sup> anniversary, Hudson Champlain and Connecticut Valley Region are also celebrating their 50<sup>th</sup>. As is usual, Dave distributed newsletter content assignments and publication deadlines to all assembled for both December and January issues.

Under new business, Michelle Wang sent an email update on the 50<sup>th</sup> plans prior to the meeting. The Board is ok with the dates that are being proposed for the celebratory events. The next meeting of the Board will be hosted by the Weber's on Sunday January 11<sup>th</sup> at 10am. Having no further business to discuss; this meeting was adjourned at 8:41pm.

Respectfully Submitted,  
Matthew Wallis for Jill Maserian-Murray

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**Twenty foot black enclosed steel trailer:** Bought new in '07 for \$6600 at Atlantic Coast Trailer. Only used to tow my 944S2 for local autocross events and one tow to Watkins Glen. Interior sealed and painted. One cabinet and storage drawer included. Still smells new. Asking \$5500. [steve@gravityperformance.net](mailto:steve@gravityperformance.net) 978 501 7658.

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**'87 944 For parts or restoration:** White/burgundy; good engine, transmission and suspension. Good interior and body except for dent in left front fender. 120k miles. Needs a clutch. For info call Skipper (781)62-7766 days.

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## Welcome New Members

Peter Coffeen  
Norfolk CT  
1999 Boxster

Andre Fontaine  
North Smithfield RI  
2001 Boxster

Richard Hersom  
Maureen Hersom  
Sutton MA  
2009 911T

Gregg Jernigan  
Westford MA  
2004 911 Turbo

Richard Kugele  
Melrose MA  
2001 Carrera 4

Charles McCoy  
Lory Snady-McCoy  
Barrington RI  
2003 911

Brian Sinkiewicz  
Boston MA  
2008 Cayman

Transfers In

Charles Ho  
Beverly, MA  
From: Riesentoter  
2003 911 TT

F. Menschel  
Harwich, MA  
From: Metro New York  
1958 356 A

Kevin Scott  
Burlington, MA  
From: Maverick  
2006 911S



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### Double Clutching - continued from page 9

at my house, then retrieving what files he could from my old hard drive and reinserting them on the new hard drive, he finally got my computer up and running. All for the wonderful bargain price of \$300.

The next day I had to spend another two-and-a-half hours at my office dealing with my company's IT people reloading the corporate software I needed, then contracting with the in-house computer technician to get me back on-line with the company server. By the way, when I say contracting with the in-house computer technician, that's exactly as it implies. This was at my expense at another \$100. Further, I wasn't able to get any work done for three days and Dave Weber once again was waiting for my article, although this time I actually have a legitimate excuse. Sorry Dave.

All of this leads me to my purpose in writing this. Lately we have all read about the imminent closing of the Guantanamo detention center. Instead of closing the facility, how about we take every computer hacker, virus designer, worm creator, and every other piece of you-know-what who purposely infiltrates our computers, and send *them* to Guantanamo Bay. Nothing would make me feel better right now than to know that some virus designer was having to listen to endless recordings, for hours on end, of Barry Manilow songs.

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