



Porsches & Polo @ Myopia Hunt Club  
*Porsche Fest Concours d'Elegance*  
*Tech Session @ Mike's Auto Body*

# THE NOR'EASTER

JULY 2009 JULY 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

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## COVER



**Cover Photo**  
John Bergen at turn one on the track at Mt. Tremblant in 2008.

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# Out In The Passing Lane

Dave Weber



Automobile related accidents that involve older drivers seem to be happening with greater frequency this spring in Massachusetts. A few days ago, a 93-year-old male driver plowed into the entrance of a Wal\*Mart in Danvers, injuring a young mother and her infant. Subsequently there was a reported accident in Plymouth that involved an older woman driver driving into a crowd of people at a memorial service, injuring seven or eight people. As those of us in the "baby boomer" era age, I suspect reporting of these types of accidents will become even more frequent.

The Massachusetts legislature is once again debating whether or not there should be changes made in the licensing of older drivers. I, for one, think there should be restrictions placed on senior drivers at some point, hence I think requiring additional testing every five years for senior drivers is probably a good thing. I know I'm no longer all that comfortable driving at night, particularly in the rain. And I know I'll be even less comfort-

***The Massachusetts legislature is once again debating whether or not there should be changes made in the licensing of older drivers.***

able ten years from now. My eyesight certainly isn't as sharp as it was years ago (really annoying as I hate wearing glasses), and my reaction time has certainly slowed a bit. Both will be even less capable ten years from now.

Susana and I are already starting to think about where we want to live years from now, when our ability to get around will be dependent on others for our transportation needs. I can't imagine giving up my driver's license at some point, but I know full well that there will be a time when I should surrender that privilege. I don't want to be featured on the news as having driven into a building or crowd of people because I mistook the accelerator pedal for the brake pedal, and then panicked when the car shot forward.

We made a quick trip down to Newport at the end of May to attend the Newport Concours d'Elegance. Susana was involved in that event, having done much of the creative work for the promotional material. That got us an invitation to the pre-event cocktail party, fashion show, and

dinner event held at the Elms mansion. The early evening setting on the rear terrace was spectacular, with a gorgeous vista and well turned out crowd. The Elms lawn will be the site of our region concours in late September and, barring nasty weather, the setting will be spectacular for our favorite cars. I can't think of a better setting for a concours event, and I hope we have a great turnout of our 50<sup>th</sup> anniversary concours.

The Newport Concours event itself was held on the upper fields around Fort Adams. That setting was probably ideal for an event of this side as the crowd viewing the antique cars was large in number, required significant parking space.

I don't know how many classic cars were on display, but it was certainly over 100 in number. I was particularly impressed with the number of vintage "woodies" on display. There was also an interesting display of antique racecars. We met a couple over dinner the previous evening who were showing a beautiful '65 Mustang. My first car was a '65 Mustang, so I of course checked

out their entrant. You forgot how much car design has changed over forty-four years. The car now looks so much smaller than I recall, the steering wheel looks enormous and the gauges look real basic. Comparing that car to a Duesenburg elsewhere on the field was almost comical. The

Duesenburg was huge, with lots of chromed parts on display. I guess we've been dealing with shifting tastes in automobiles forever. In the early days cars were small, then they got real big, then back to small come the early Mustangs, then big was back in later on with SUVs in particular, and now we're thinking small cars are the way to go.

After a very long hiatus (since last August) I had to move our racecar trailer in preparation to getting our cars prepped for a few driver education events this summer. No surprise I suppose as we discovered a mouse had set up housing in one of our cabinets. He/she had constructed a very comfortable nest out of chewed up coffee filters. The change in mass of the filters was quite impressive. I'm not sure how it was done, but maybe we're missing something here as the filters were converted into what looked like very good insulation and bedding.

I'd put Susana's car on the battery charger to make sure it would start, for some unknown

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# Flat Sixer

John Bergen



Happy Fourth of July everyone! As you read this, I will be preparing for the two-track tour of Canada. The first track will be Mont-Tremblant in Quebec, and the second will be Calabogie in Ontario. I will also include my experience at the Zone 1 48 hours of Watkins Glen, so next month's column will be packed with Porsche driving goodies.

Now, without further ado, here is this month's column. If you will recall, I left off last month at the point where I was retrieving my track car after a long day of driving home from the Ramble. The drive down to Rhode Island added an additional two hours of driving time onto my day; then there was the additional time needed for loading and unloading the car onto and off of the trailer. Needless to say I was exhausted by the time the day was over.

I was, however, looking forward to driving the black car at the first autocross, so I figured the time and effort would be well worth it. Plus, the first autocross would be a good test for the

***The slaloms were much more enjoyable too since I didn't have to compensate for the massive body roll of the Green Machine.***

newly rebuilt shocks. At the October DE Event at NHMS, the car did not handle the oval transitions particularly well and when I brought the car to Jerry and explained the issue he quickly identified and diagnosed the problem. The rear JRZ shocks were leaking — nothing too bad but they needed some attention. Jerry sent them back to the factory for a rebuild, which took quite a while, but it really didn't matter since the driving season was for all intents and purposes over.

Anyway, I digress. I was anxious to see if the rebuild had worked, and what better way to do that than navigating one of Mr. Mann's creations. The night before the big day, I rushed home from work so that I could get the trailer hooked up before dark.

I knew it was definitely spring since the mosquitoes were attacking me rather un-mercilessly as I went about the task of connecting the trailer. "Dam bugs," I thought, "I know they must serve some purpose other than to suck the life blood out of me, but what that purpose is I do not know." With the trailer hooked up I decided to

get the car loaded and then deal with the other things after dinner.

I have to say that I am amazed at how I ever survived before I got the trailer and pickup truck. Between my tools and spare parts, there is no way I would be able to fit anything else into the car. By the time I was done it had started to drizzle and the forecast called for some overnight rain. I was glad that I had made the decision to run with street tires so it really didn't bother me that it might be a bit wet the next day. Plus it would give me an edge over those guys running the R-compound tires.

The next day when I showed up at Fort Devens, I was surprised that over 70 drivers had shown up. With this many drivers, we were guaranteed to have enough course workers to keep the event running quickly and smoothly. I guess I should have knocked on some wood when I thought of that because, of course, you know we experienced some technical difficulties with the laptop and the timing equipment. Microsoft Vista strikes again.

The morning dragged on while our crack team attempted to resolve the issues. After about 30 or 40 minutes I finally made it out onto the course. For my first run I gave Cuan Coulter a ride so that he could see the course since he had been too busy with set up and registration to walk the course. For you autocrossers, you know that there is nothing worse than doing an autocross without first walking the course.

The car drove great and I could feel a huge difference in its cornering abilities. The slaloms were much more enjoyable too since I didn't have to compensate for the massive body roll of the Green Machine. I did manage to take out one cone due to my over exuberance, but that was my only penalty and I felt really good about the way I drove. Things seemed to be working well and both groups were able to get four runs in without incident. It even seemed as though we were going to be able to get at least seven timed runs in after all, which I was psyched about. You see, I managed to shave a full five seconds off my best time, and I can say with confidence that the car allowed me to accelerate quicker and get through the turns faster than my green car. But then the whole timing system barfed — a technical term used when describing complex

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# Four Speeds & Drum Brakes

Tom Tate



Being an optimist, I should know better than to picture “barn finds” in my mind before I ever see them. While the ‘55 Porsche that followed me home last month was a terrific discovery, it didn’t quite match the picture that I had in my mind when it was initially described by the owner.

Imagine being told by someone that they parked their car back in 1971 in a warehouse and that it had been there ever since. I picture a nice street car driving through the doors of a building like the ads I see on TV where new cars drive into a large open structure with streams of sunlight coming through the huge windows on two walls. The paint glistens as the sun reflects off the polished finish and the silver rims shine like jewels. There is never the image of an old, faded, rusty 16-year-old car being pushed into a dark corner with blistered paint marking the spot where a carburetor caught fire. The seats are clean and inviting and there are no splits in the seams allowing the mice to carry away the horsehair stuffing. In my mind the seats are in

keep the critters out and the passenger area looked like a large nest. The carpet had all been turned to what looked like gray cotton candy, and even the seats had given up their innards for the mouse hotel. The money had changed hands and I showed up with a few friends and a trailer to claim my prize. When the doors were swung open I could see that the second floor beams were sagging and a big 4x4 was being used to shore up the ceiling over the 356. The trouble was that the 4x4 had been pushed up next to the car right at the rear wheel opening. That is a narrow part of the tub and to get the car out I was going to have to move that support out of the way so that the wider front of the car could slide past. The sagging beams above looked like they would collapse if you talked too loud. Funny that I hadn’t noticed that problem when I had seen the car originally. I turned to the seller for assistance and got none. He said that it wasn’t his car and therefore not his problem. After studying the situation for a time we gently scooted the post over about

5 inches and scooted the car out without damage. That’s the black Speedster that is in my garage to this day. But it goes in and out a lot this time of year and there isn’t a wooden post anywhere in sight.

***The owner had moved a carriage and two old cars around in the warehouse and the tub was sitting in front of the door when I arrived.***

place, not in another room stacked on top of each other, and the engine is the gleaming power plant in the back of the car, not rusty, greasy parts in four boxes in three different rooms. Such was the “barn find” last month in Fitchburg.

The picture didn’t get a lot better when it came time to pick the poor thing up. The owner had moved a carriage and two old cars around in the warehouse and the tub was sitting in front of the door when I arrived. Trouble was that there was a rather large frost heave right in the path of the ten-foot metal door and that car wasn’t coming out with that door in place. I helped the owner punch the hinge pins out and we both caught the 200 lb. door as it fell.

That scene reminded me of a car that I picked up over 33 years ago in Manchester, NH. It was another barn scene, but this was a real barn. As in a big old wooden barn that had held a 356 for at least ten years. The car had been pushed into a stall nose first, and had been covered with what looked like a dozen dry cleaning bags. That didn’t

Back in Fitchburg, with the warehouse door off the car would come out easily. Since we had a tub with no brakes (or engine for that matter) and a ramp that dropped off sharply, we had some large pieces of wood to kick under the wheels if we couldn’t hold it. The job was made easier since I could hold the steering wheel in place because the windshield was missing. Did I mention that there was no windshield with the car? It had been broken many years ago, taken to a glass company to order another and promptly misplaced. The good news is that new windshields are available; the bad news is that they’re \$900. Well at least I won’t have to clean it.

The car rolled out into the sunlight and that certainly didn’t help its looks. In the same way dating bars keep the lights down low to everyone’s benefit; this tub should’ve come out of that warehouse at midnight. The paint had shrunk up in many places and what seemed like spider webs inside looked like the surface of the moon outside. Oh well, I knew that it needed to be painted;

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# Around The Cones

Steve Ross



As you read this column, our region activities have hit full stride with a tech session at Mike's Auto Body, the annual German Car Day at the Larz Anderson Museum of Transportation, and the second leg of the 50<sup>th</sup> Anniversary celebration, the Seymour Lisker Pentathlon, rounding out the June offerings.

July is truly a driver's paradise with our annual three days at Mont-Tremblant, followed a few days later by three more days at Calabogie (concurrent with the second NER autocross of the season), then wrapping up with another DE event at NHMS at the end of the month. What more can one ask for?

Although we are well into the spring season (in spite of the fact that June seems to be more like April as far as wet weather and cold temps are concerned), I would like to list a number of technical tips and post-winter hints that apply to most Porsche models. Some are repeats from the past, but newer readers can benefit from the information.

One of the most important checks to do in

## ***Coolant in late-model Porsches must be the specified product sold through Porsche and VW/Audi dealers.***

Boxsters and 996 models is to make sure there are no clogged drains, as they can wreak havoc with some electrical and brake systems if these components become water logged. Specifically, the left-side drain (under the front hood, under the plastic grille) needs to be checked for blockage, as small leaves and pine needles can cause a backup in that area. In a worst-case scenario, the brake booster can be contaminated with water and rust and cause a loss of brake boost. There was a recall campaign by Porsche on some early Boxsters and 996s to check and clean this area but, of course, new debris could accumulate.

Another water source unique to the Boxster is the left-rear drain under the top. Open the top enough to see the top of a drain hole in the top cavity behind the driver's seat, check for clear draining by dumping a cupful of water down there and see whether it drains out the bottom. If not, carefully clean out the hole with either compressed air or a flexible rod. If water backs up here it overflows under the left seat and inundates the lock control module, causing locking

and alarm issues. As an aside, all sunroofs have four drains, two front and two rear, which should be also be checked periodically with a small amount of water.

The front air intakes on all Porsches should be cleaned of debris each year. The ideal method is to remove the bumper and clean between the AC condenser and the radiator, but this is time-consuming and tricky for the amateur. Simply blowing out the inlets with compressed air will help immensely to prevent overheating and poor AC performance.

Most newer Porsches from the '80s to present use the common flat fuses for most functions, they are color-keyed for rated amperage and are easily sourced at any automotive parts place as they fit most cars, not just Imports.

As has been mentioned many times before, the infamous DME relay does go bad on many Porsches at some time. Packing a spare will prevent a vacation-ruining breakdown. Be careful, as there are DME relays specific to certain cars.

The part number is stamped on the unit, which is usually in the relay box. (Note: the word DME may not mean anything to a parts person, but it is written on one side of the relay for you to see.) DME relays are only on electronic fuel-injection cars: '84 and newer 911s, all 944s and 928s, and the newer water-cooled cars from the '90s.

Those of you who do many tire changes for DE and autocross would be advised to change over your aluminum wheel nuts to the steel variety; they last better with the frequent torquing needed when changing wheels. Believe it or not, the nuts from a VW Transporter are a perfect fit, and reasonably priced.

968s have always used the dreaded VW/Porsche/M-B/Audi heater valve, right up front near the front of the engine. Over time, heat will separate the two halves and you will have a massive coolant leak. Carry a spare. They are relatively cheap and, when I last checked, the M-B one was the cheapest. Ironically, this valve has resurfaced in another application — on the GT3 transaxle cooler.

If your 944 auxiliary fan seems to turn on then not quite off when idling, it may be that the resistor on the firewall has corroded connections that are not allowing the fan to stay running at one speed.

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# Minutes Of The Board

Jill Maserian- June 8, 2009 Board Meeting



The Porsche Northeast Region of the Board met on June 9<sup>th</sup> at the home of Jill Maserian. In attendance were John Bergen, Dick Anderson, Karen and Bob Cohen, Steve Ross, Dave and Susana Weber, and Jill Maserian. Absent were Bruce Hauben and Chris Ryan. John called the meeting to order at 7:25 pm.

Steve Ross led off with the Activities report, stating that last month's autocross event had been well attended. The Vista timing system, which had malfunctioned at the event, has been tested and fixed, so all will be in working order for the next event on July 11<sup>th</sup>. Looking out to September, Steve reported that planning for the 50<sup>th</sup> Anniversary Concours d'Elegance at The Elms mansion in Newport on Saturday, Sept 26<sup>th</sup> is well underway. John Bergen will be receiving the contract in the coming days. Steve will secure final details, including a provision for alternate parking if rain prevails. He will also send promotional materials to the Northern New Jersey region to broaden attendance and confirm funding amounts from sponsors. A question was raised about accommodations and Steve offered to explore the possibility of securing a block of rooms. It is anticipated that some members will chose to stay for the weekend and participate in the Newport Wine and Food Festival. Other upcoming 50<sup>th</sup> Anniversary activities will include the Seymour Lisker Memorial Pentathlon that offers a surprise event, picnic and raffle prizes on June 28<sup>th</sup>.

Turning to DE, Steve relayed highlights of Bruce's report, which was submitted in advance of the meeting. It was stated that there are still some spaces at both three-day events at both Le Circuit Mont-Tremblant (LCMT), July 6<sup>th</sup>-8<sup>th</sup> and Calabogie Motorsports Park on July 10<sup>th</sup>-12<sup>th</sup>. Those who are planning to attend will need to act soon as LCMT already had 105 registrations. Steve concluded his report by stating that the DE track committee will begin to seek additional members to fill vacancies on the committee.

Chris Ryan had submitted his monthly Activities report in advance of the meeting. He reported that there will be no monthly activity planned for July. "Polo and Porsches" at Myopia Hunt Club in Hamilton, MA is confirmed to take place on Sunday, August 16<sup>th</sup>. Last year's event was a large success, with many bringing everything from a simple picnic to impressive gourmet spreads. Members were also encouraged to attend the ever-popular NER Auction in November that will be held at the Lars Anderson Museum of Transportation. Speaking of the museum, it was noted that members should

see *The Style and Innovation of The American Automobile* currently displayed there.

Treasurer Karen Cohen reported that the region's finances were strong. It was stated that finances are projected to dip over the next few months, as the board had voted to offset some costs of the special 50<sup>th</sup> Anniversary celebrations. Nevertheless, even taking those into account, finances will remain in the black. The board accepted and unanimously approved the Treasurer's report as submitted.

Membership chair Dick Anderson reported that NER region has 1309 primary members and 977 affiliates, which brings the total to 2286. There were two transfers in, two transferred out, and twenty new members. This level is on par with the previous month.

Next, John commenced with the President's report by stating that it was a busy month, between reviewing plans for the 50<sup>th</sup> Anniversary events, to interviewing website management firms. He has also received inquiries from a region member who had Porsche items to donate, to help raise support for the NER German Car Day event. Another e-mail has been sent by members of the Aston Martin club, inviting NER members to participate in a social event to watch a live broad-

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## Happy PCA Anniversary

### Forty Years

Dennis Clemente

### Five Years

Coyote Coholan

John Doucette

### Thirty Years

Mark Hutchinson

Dennis Jodoin

James Koskinen

Ed Tolentino

John Langermann

### Twenty Years

Richard Greenhalgh

### Ten Years

John McCarthy

Fred Michel

Gail Riley

William Todd

# Double Clutching

Chris Ryan for Bob Canter



OK, so here it is, mid June, and the motorsports season is upon us. Hopefully, that means many of you have been gotten out to participate in the variety of events our club has to offer, whether it's DE, Autocross, Club Racing, Tech Sessions, or Social events. This year, being NER's 50<sup>th</sup> Anniversary, there are even more special events being offered, such as a Concours d'Elegance to be held at the Elms in Newport, RI in September. As a relative newcomer to the club, I have quickly come to realize that there is certainly plenty for everyone and anyone in this club to enjoy all year long. Our members seem to appreciate it, based on the strong participation I've seen at the activities I've attended. Of course, none of this would be happening if it weren't for all those who volunteer their time to do the work behind the scenes. If you are new to the club, consider joining a committee or the board, or writing an article for the *NOR'EASTER* from time to time... it will be appreciated.

So, back to activities. My primary (but not exclusive) activity within the club is autocross. I have

***As a relative newcomer to the club, I have quickly come to realize that there is certainly plenty for everyone to enjoy all year long.***

the good fortune to reside in Harvard, MA — just a stone's throw from Moore Airfield at Devens, which is probably one of the best autocross locations in the country. In fact, it doesn't seem that long ago to me that C-130s bringing supplies into the base would fly over my backyard swimming pool several times a week, on final approach to the runway that now serves as the staging pits for our autocross events. Some of my neighbors were bothered by these "intrusions" to our backyard privacy, but I always rather enjoyed watching these birds glide in over the trees. Besides, they were here long before I was, so who am I to complain? I moved here knowing the airfield was nearby, and if I had a problem with it I could have looked for someplace else to live. Some people are less tolerant than I am, I guess.

Each year, we hear that this may be the last year that we get to enjoy this venue, since much of Ft. Devens has been developed since the former Army base was closed in 1996. Many companies have built major operations or warehouses there, such as American Superconductor, Bristol-Meyers,

Gillette, Anheuser-Busch, and many others. During that time, as a resident of Harvard, one of the towns with a stake in the eventual disposition of the Devens land, I have listened to endless discussion (and plenty of disagreement, often originating from within the Harvard contingent) about how to best develop the base. What would and wouldn't be allowed there? Who would be responsible for providing services to the new residents, including municipal, police and fire protection, and schools. These discussions do not seem to have held back the aforementioned commercial development much, nor the small but growing community of Devens residents who live in rehabbed officer's housing converted to private residences, but they have probably slowed or at least delayed a final decision on the ultimate disposition and control of the place, including possible creation of a new "Town of Devens." I don't know how much this delay will ultimately contribute to the day that motorsports are finally banned from Moore Airfield, but it doesn't seem to hurt. Another fact (or rumor) that helps our cause is that the airfield itself is probably one of the most unsuitable parcels of land for development due to site contamination from its years of use as an airfield — especially since most of its life was during the days when proper disposal and cleanup of motor oil, aviation fuel, and other interesting fluids used by the military at that particular location was not exactly part of their 'best practices' lexicon.

So my personal hope is that we get to enjoy this place for years to come. One way to help our cause is to be good neighbors and not do anything to upset the locals, whether that is the Town of Ayer or the Devens Enterprise Commission. Our event organizers dutifully remind us of this at every driver's meeting. As you may know, one of the stipulations of holding motorsports events at Devens is that we must comply with certain noise (and speed) limits. I am not aware of any issues arising from non-compliance, but you never know when someone could be listening and ready to file a complaint. In fact, in a related situation, one of the companies to have set up shop in the redeveloped Devens is Evergreen Solar, a global manufacturer of photovoltaic solar collector panels. Their operation is located on Barnum Rd., which happens to be along the Harvard border. Now, you would think that a 'green' industry such as Evergreen would be a welcome addition to the fold

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# One Track Mind

Dick Anderson



June was a great month. The pool was open and clear. Three of the five 'kids' — Adam, Julia and Sarah — all had birthdays (the big 30 for Sarah!). We celebrated Father's Day at a Huey Lewis concert, and Ann was happy that the first tomatoes had appeared (barely, but appeared nonetheless). We barbecued with our friends, the Stones (not Mick and company but Ray and Kim), and attended cousin Josh MacDonald's graduation bash. A surplus of rain notwithstanding, we managed to make the most of the sunny days.

Although not really a June event, Memorial Day was a special day for us as my Uncle Dave MacDonald presided over Andover's Memorial Day Parade as Grand Marshall. He's a WWII Navy veteran, who was stationed aboard the aircraft carrier *Yorktown*. A 'plank owner,' meaning he was a member of the original crew, Dave was wounded in action in the Pacific, spending nine months in various military hospitals recovering from wounds from which he still suffers today. Memorial Day is also a day for Ann and me to reflect on our late

***On the way back from Mike's, I serendipitously found myself behind a caravan of two (can you have a caravan of two) '60's era muscle cars.***

fathers, both career military men and also WWII vets. My father was an Air Force Lt. Col., a fighter/reconnaissance pilot who also served in Viet Nam. Ann's dad was an Army Lt. Col., a paratrooper, who also served in the Korean conflict and, as I've mentioned in previous columns, daughter Katie is serving her second tour in Afghanistan as a helicopter pilot. Memorial Day is more than just another holiday in the Anderson household.

Ann and I attended the tech session at Mike's Auto Body on June 13<sup>th</sup> and really found it fun and informative. Chris Ryan opened the session, doughnut in hand, and introduced Mike Noonan. Mike gave an overview of his shop's capabilities, introduced some of his key staff, discussed some of his jobs in process and volunteered to answer questions throughout the balance of the day. Also on hand was a representative from the Dent Doctor, a painless dent removal service, who demonstrated his skills by removing a couple of dents from a pair of beautiful 356s. The results were impressive. Cindy Markley (*Klean by Cindy*)

gave an informative presentation/demonstration regarding auto cleaning, waxing techniques and appropriate products. Cars prepared by Cindy are frequent concours winners, so she knows what she's talking about.

I had a chance to chat with my neighbor (and fellow NER member), Jeff Leeds while at Mike's. Jeff was recounting how he often walks by our house and one day, a few years ago, was puzzled by the light blue VW cabriolet (Sarah's) with the PCA sticker in the window sitting in our driveway. It was after several subsequent walks that I'd apparently left the garage door open, he saw the GT3 and it suddenly made sense to him. Jeff and his bride are heading to the Porsche Parade in Colorado this year, via Texas and New Mexico where they plan to visit friends along the way. All told, they'll clock about 30 days on their Cayman. Sounds like fun.

On the way home from Mike's, I serendipitously found myself behind a caravan of two (can you have a caravan of two?) '60s era muscle cars — a '68 Camaro and a '69 Pontiac GTO in "The Judge" trim. Assuming correctly that they might be headed to a car show, and heading in the same direction as us, I soon found myself at a free auto show sponsored by ITT Tech. Although rather limited in entrants, there were some notable cars. In descending order, my 'faves' were a black chopped

1934 Ford Coupe with a fuel-injected small-block Chevy engine, and a red 1957 Thunderbird, nicely restored. Unlike most T-Birds that feature Ford-O-Matic transmissions, this one had a three-speed manual. Finally, a stock 1951 Chevy two-door sedan in showroom shape, like the one my dad once owned, brought back childhood memories. A Sunbeam Alpine represented the only 'foreign' manufacturer — unfortunately, nothing for the Porscheophile.

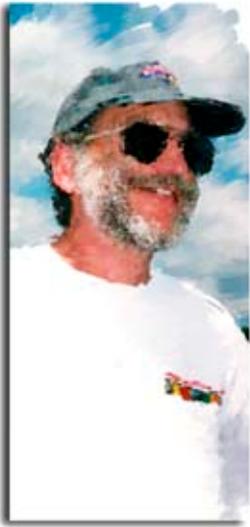
Having shaken off the cobwebs at NHMS in April, we're gearing up for our week in Canada at Mont-Tremblant followed by Calabogie (July 6<sup>th</sup> through 12<sup>th</sup>). Sarah has decided to sell her C4 so she'll be sharing my car (*déjà vu*) at these two events. This will be her first time behind the wheel of the GT3. Ann, as usual, will be driving the black Turbo. We hope to see a lot of familiar faces this year, since Mont-Tremblant is always a fun event.

Finally, baseball season is always tense in our

*continued on page 31*

# Upshifting

Bruce Hauben



Long time readers may recall my rants — nay, confusion — on the irrational, unfathomable, indefensible pricing of diesel fuel not long ago when it commanded a 50% premium over regular gasoline. My previous (to the present one) diesel vehicle ownership was 30+ years ago and for many, many years we looked forward to paying from one-third to one-half the price of regular gasoline. Supply and demand, distribution costs, politics and anything else you can think of were blamed at one time or another for the recent high prices.

Actually, supply and demand may have some validity here, as diesel prices are now right around the price of regular gasoline and in some instances even a few pennies lower. And that coincides with the economic downturn and the huge reduction of over the road truck miles, freight train engines being mothballed, and giant ocean freighters being temporarily docked. While I wouldn't wish the past 12 months on any friend — maybe my enemies — it just goes to show ya

***I'm constantly intrigued by the domino effect and the relationships of so many different things that most of us never consider.***

that there is, in fact, a silver lining in every cloud.

I'm constantly intrigued by the domino effect and the relationships of so many different things that most of us never consider. One that I recently read about is known as the "drop effect" — spring that term at your next dinner party — and this, as so many things are, is related to the worldwide auto slump.

"Drop credit" is the term for the cattle sector's measurement of the value of that portion of a steer that we do not eat, including, among other things, organs and other non-meat products that may be used in pharmaceuticals, and hides. That drop credit used to be between \$150-200 a head and is now in the \$80-85 range.

See where this is going? While shoe makers are the largest users of hides, taking more than half, the automobile and truck industry has reduced that portion of the drop credit it consumes from 12% to 8% so now the cattle packers, producers and leather industry have been hit by the auto/truck slump, not to mention the effects on many

other business sectors. Funny, I'd think that the economy would have reduced the consumption of higher priced cuts of meat thus lowering their prices, but the opposite seems to have happened, go figure.

I ran across some fascinating data about vehicle safety and fatalities. According to the WHO (World Health Organization), nearly 1.2 million people are killed annually worldwide in traffic accidents while 'only' (my word) 42,708 were killed in the U.S. during 2006 and 41,059 in 2007 according to the U.S. DOT. Well, that's only 3.4% of the world's traffic deaths in the U.S.

On its own, that's an interesting number, but we need some perspective. I did a little research and learned that in 2007 there were 65.8 million vehicles sold worldwide and 16.5 million in the U.S., 25% of the total. So we drive 25% of the world's vehicles and yield 3.4% of the world's traffic deaths; seems pretty good. Japan bought 8%, China 14.5%, Russia 3.7% and Western Europe 22% of the vehicles sold.

Education, legislation and changing social mores are credited with a hunk of this. 82% of the U.S. drivers now use seatbelts, drunken driving has been reduced, and our cars are made with better crumple zones and loads of electronic aids like airbags, electronic stability control, lane de-

parture warning systems, and on and on.

By the time you read this issue of the *NOR'EASTER*, many of us will be in Mont-Tremblant and then moving on to Calabogie, two wonderful and very different tracks. Part of the fun of these 'travel' tracks (I like that just-coined term, sort of like a 'travel' baseball or basketball team) is in fact the distance and the travel to get there and back.

If you're anything like Joyce and me you probably communicate a lot with your spouse, significant other, or partner via IM, text and e-mail; we're retired and together too much of the time and we still e-mail one another. Anyway, it's amazing how many of the world's problems we can settle during these travels, along with plans for future events and travels, etc. Maybe it's enforced time together but nevertheless fun time. And if you're traveling in a group with CBS it's amazing what gossip and scuttlebutt there is along with solving the world's problems.

*continued on page 36*

## Calendar At A Glance

### July

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

### August

2 NER Autox #3 @ Fort Devens  
16 Polo & Porsches  
29-30 Zone 1 Autox  
@Fort Devens

### September

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

### October

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

### December

5 Annual Dinner

## Pylon Dodging Round 2 Sunday July 11th @ Fort Devens

Northeast Region Cone Killers will be shifting up into second on Saturday, July 12th at the crown jewel of autocrossing here in the Northeast, Moore Airfield on the former Fort Devens. Like all our events, AX Number 2 will feature speeds ranging up to 65 MPH on a course guaranteed to be over a mile and a quarter long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche and one non-Porsche classes. The events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport.

Beyond the thrill of competing with others in as many as 8 individually timed runs, we continue this year with our relaxed passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$35 as a PCA member when registering by mail or on line at [www.motorsportsreg.com](http://www.motorsportsreg.com) in advance. Onsite registration is also available for a cost of \$40.

Our sponsor for this event is FireFly's, purveyors of some of the finest Bar-b-que you'll ever taste anywhere. Not only does owner Steve Uliss have a passion for great food, but he's got a passion for Porsche's as well. Steve attends a number of driving our events. Frankly, the man certainly has the right idea. It's almost impossible to imagine a day better spent than smoking up a few tires out at Devens followed up some of Steve's smokin baby backs with his awesome Beelzebar sauce. FireFly's has three locations in Framingham, Marlborough and Quincy.

Plan to arrive in plenty of time to allow registration; tech inspection and course walk through before the driver's meeting; see the schedule on the autocross web page. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, while liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event. We look forward to seeing you at this first event and if you have any questions concerning the event feel free to contact Ron Mann at [rjmann@yahoo.com](mailto:rjmann@yahoo.com). If your planning on attending or for further registration information, contact Jon Cowen at [jcowenner@gmail.com](mailto:jcowenner@gmail.com).

### **Directions to Fort Devens**

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

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



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2009 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



**Monday/Tuesday, July 27/28, 2009**

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

NER in cooperation with NCR will be holding a two day event at New Hampshire Motor Speedway (NHMS) on Monday and Tuesday, July 27 & 28, 2009. This gives us all a great opportunity to do what we love to do at a track close to home. Instructors who register early are free of charge so we hope to see you all there.

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

As usual, this event is open to current PCA or BMW club members... (and members of other car clubs.)

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

<b>Green and Yellow Group Students</b>	<b>\$340</b>
<b>Signed off Students</b>	<b>\$290</b>
<b>Instructors (who register before July 13th)</b>	<b>No charge</b>
<b>Instructors (who register July 13th onward)</b>	<b>\$150</b>

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

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who may have missed the May Novice event.

Directions to the track will be included in your event packet. As all communications will be via email, please ensure that your email address is legible on your ClubRegistration.net profile.

**Registration questions?** Contact Mark Keefe, Registrar at [TCreg@porschenet.com](mailto:TCreg@porschenet.com) or 508-529-6127 before 8 PM.

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



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

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

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parts@autobahnperformance.com

### Service

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info@autobahnperformance.com

## Pylon Dodging Round 3 Sunday August 2nd @ Fort Devens

Northeast Region Cone Killers will be shifting up popping the clutch into third on Sunday, August 2<sup>nd</sup> thanks to the generous sponsorship of Autobahn Performance. Once again, we privileged to be able to return to the Sebring of the Northeast, Moore Airfield, located on the former Fort Devens site. Like all our events, AX Number 3 will feature speeds ranging up to 65 MPH on a course guaranteed to be over a mile and a quarter long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 15 Porsche and one non-Porsche classes. The events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport.

**AUTOBAHN PERFORMANCE, INC.**



Beyond the thrill of competing with others in as many as 8 individually timed runs, we continue this year with our relaxed passenger rules so that you'll be able to ride with experienced competitors to see just how they do it. Even more seat time! And, of course there are trophies for each event as well as a season championship for each of the Porsche classes. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size. And think about it, despite the higher cost of fuel and travel this year, you can still have the time of your life for just \$35 as a PCA member when registering by mail or on line at [www.motorsportsreg.com](http://www.motorsportsreg.com) in advance. Onsite registration is also available for a cost of \$40.

Our sponsor for this event is the well known North Shore Porsche specialist, Autobahn Performance of Peabody. Located at 3 First Ave, just off Route 128, 15 minutes north of Boston, Autobahn is a full service shop with services ranging from general maintenance and repair to full competition preparation. They also are distributors and installers of a wide range of performance products and are perfectly prepared to care for your Audi or VW as well.

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, see the schedule on the autocross web page. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, while liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event. We look forward to seeing you at this first event and if you have any questions concerning the event feel free to contact Ron Mann at [rjmann@yahoo.com](mailto:rjmann@yahoo.com). If your planning on attending or for further registration information, contact Jon Cowen at [jcowenner@gmail.com](mailto:jcowenner@gmail.com).

### Directions to Fort Devens

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

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

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

On Sunday, August 16<sup>th</sup>, NER invites you return with us to Myopia Hunt Club in Hamilton, MA for an afternoon of Polo and tailgating. We'll have field-side parking assigned to the Porsche Club members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. You can bring a simple picnic or go all out and bring the fancy crystal and china and set up an exotic culinary spread to share with friends. Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukker, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field.



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

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

### Directions:

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

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

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

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

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

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

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

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# 24th Annual Zone One Autocross



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

## The Event

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

## Cost

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

## Host Hotel

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

## Event Contacts

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

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

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

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

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

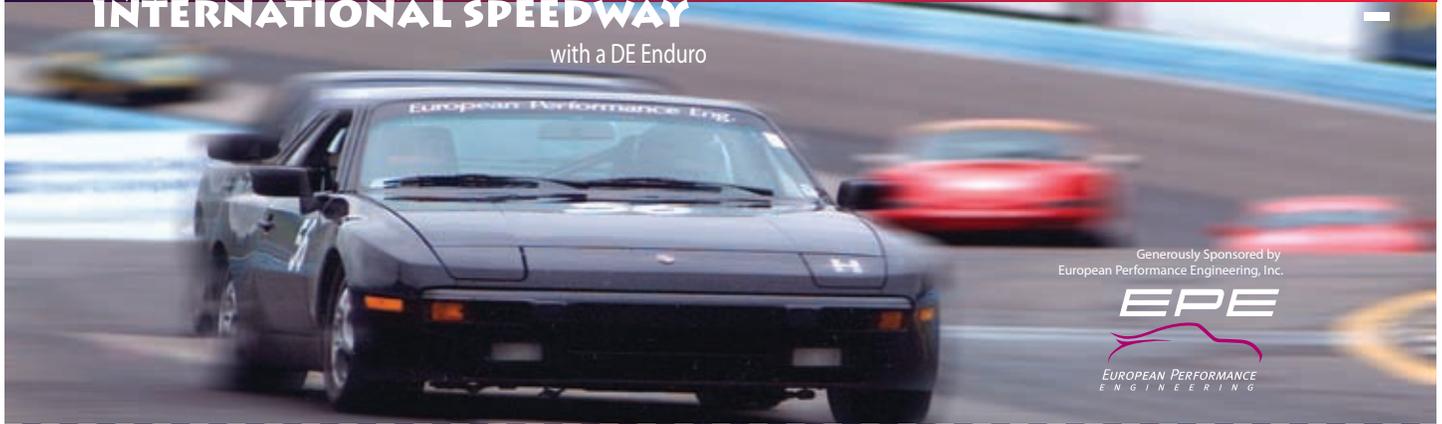


2008 NER DRIVERS EDUCATION EVENT

# WATKINS GLEN

INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by  
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## EPE

EUROPEAN PERFORMANCE  
ENGINEERING

**September 2 & 3, 2009**

**Registration Opened March 1, 2009**

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

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

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

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

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

Garages will be available on a first registered first served basis for \$25 p/day. Sign up now.

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

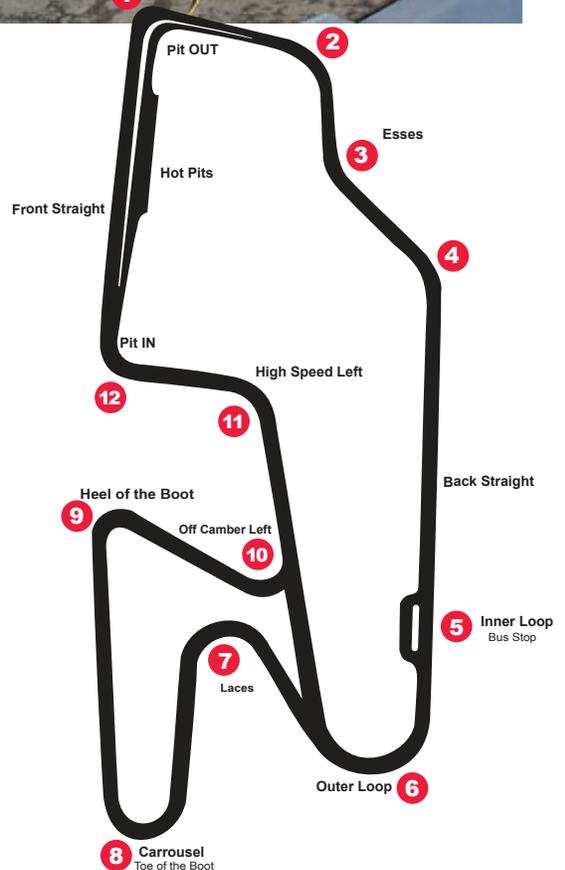
Registration for this event will be handled by NER through [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com). Pricing for the event is as follows:

Students	\$360
Signed off Drivers	\$310
Instructors	\$160

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

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

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





## 2009 Driver Education Schedule

Event Date(s)	Days	Track	Host	Registration Opens	Pricing		
					Inst	Solo	Student
May 18-20	M/Tu/W	NHMS	NCR	Mar 1	Free	\$145/day	\$170/day
<b>July 6-8</b>	<b>M/Tu/W</b>	<b>Mt Tremblant</b>	<b>NER</b>	<b>Mar 1</b>	<b>\$255</b>	<b>\$495</b>	<b>\$570</b>
<b>July 10-12</b>	<b>F/Sa/Su</b>	<b>Calabogie</b>	<b>NER</b>	<b>Mar 1</b>	<b>\$255</b>	<b>\$495</b>	<b>\$570</b>
<b>July 27-28</b>	<b>M/Tu</b>	<b>NHMS</b>	<b>NER</b>	<b>Mar 1</b>	<b>Free</b>	<b>\$290</b>	<b>\$340</b>
<b>Aug 7</b>	<b>Fri</b>	<b>NHMS</b>	<b>NCR</b>	<b>Mar 1</b>	<b>Free</b>	<b>\$145</b>	<b>\$170</b>
<b>Sept 2-3</b>	<b>W/Thu</b>	<b>Watkins Glen</b>	<b>NER</b>	<b>Mar 1</b>	<b>\$160</b>	<b>\$310</b>	<b>\$360</b>
<b>Sept 10</b>	<b>Thu</b>	<b>NHMS</b>	<b>NER</b>	<b>Mar 1</b>	<b>Free</b>	<b>\$145</b>	<b>\$170</b>
<b>Sept 21</b>	<b>M</b>	<b>Lime Rock</b>	<b>NCR</b>	<b>Mar 1</b>	<b>\$50</b>	<b>\$195</b>	<b>\$195</b>
<b>Oct 10-12</b>	<b>Sa/Su/M</b>	<b>NHMS</b>	<b>NCR</b>	<b>Mar 1</b>	<b>Free</b>	<b>\$435</b>	<b>\$510</b>

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

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

### For those new to DE:

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

### No more paper... save the planet!

NER will no longer be accepting paper registration. To register

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

### Registration Process:

#### How to register:

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

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

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

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

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

#### **When to register:**

In most cases registration for all events opens on March 1<sup>st</sup>, 2009.

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

#### **Other important information about registration:**

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

#### **A few registration caveats:**

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

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

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

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

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

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

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

#### **Who can drive in a PCA Driver Education event?**

You must be 18 years or older

You must be a currently licensed driver

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

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

#### **What can you drive at a PCA Driver Education event?**

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

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

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

#### **What else is needed?**

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

All PCA Driver Education events require that you wear a

*continued on page 22*

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

All regions will require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface. Some regions (including NER) allow a one-time exemption from this requirement for the first event a driver attends. *So your first time Novice drivers attending the May 18<sup>th</sup> event at NHMS are exempted for that first event.*

**In summary:**

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

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

**Contact Information:**

**Northeast Region (NER)**

Registrar

Track co-Chair

Track co-Chair

**Event Registration**

**North Country Region (NCR)**

Registrar

Track Chair / Registrar

**Event Registration**

<http://www.porschenet.com>

Mark Keefe 508-529-6127

Bruce Hauben 978-952-8517

George Bixby 603-398-1894

**www.clubregistration.net**

<http://www.ncr-pca.org>

John Lussier 802-728-4457

Paul Frucci 603-491-2265

**www.motorsportreg.com**

email address

[mxk@charter.net](mailto:mxk@charter.net)

[bmh993@porschenet.com](mailto:bmh993@porschenet.com)

[filelist@aol.com](mailto:filelist@aol.com)

[de-registrar@ncr-pca.org](mailto:de-registrar@ncr-pca.org)

[de@ncr-pca.org](mailto:de@ncr-pca.org)

## Watkins Glen DE Update For Sept 2-3 - There Really Is A Free Lunch

As part of NER's 50<sup>th</sup> Anniversary celebration, lunch will be FREE for all registered drivers on Sept. 2, 2009 at The Glen's new Media Center.

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

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

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



2009 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



Co-Hosted with  
North Country Region

**Thursday, September 10th, 2009**

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

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

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

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

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

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

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

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

Directions to the track and further details will be included in Track Rats messages and at [www.porsche.net](http://www.porsche.net). Please make sure your email address is current in your clubregistration.net profile.

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

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





# *Porsche Fest 2009*

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



# Concours d' Elegance

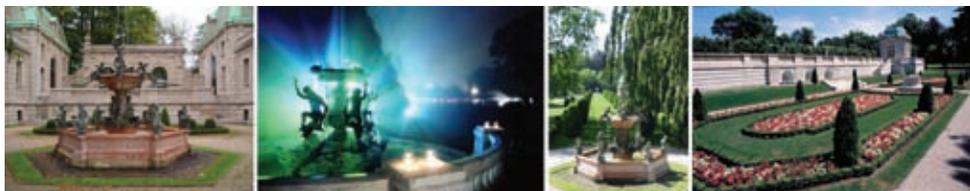
Saturday, September 26th, 2009

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

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

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

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



A Special Festive Day of Everything Porsche... for Family, Friends and Cars!  
Watch your July Nor'easter for additional information or schedule changes.



## Schedule for the day:

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

## Classes - Something for everyone!

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

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

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

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

## Something for the kids, too.



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



### Concours Registration Form

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

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

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

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

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

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

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

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

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

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

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

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

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

# Mike's Autobody Tech Session

Copy By Chris Ryan, Photos by Dave Weber

About 25 NER members showed up at Mike's Auto Body on a sunny day in Malden to partake of Mike's hospitality and watch some interesting demos. We learned a thing or two about the protection, care, and repair of your Porsche, or other vehicles for that matter, which Mike also services. As planned, people began arriving at the designated 10:00 am start time. We had time to enjoy coffee and homemade donuts from a local bakery while catching up with fellow PCA members, hanging out and checking out each others' cars in the parking lot. We even got to help Steve Ross check the air filter on his new acquisition, a good looking blue Boxster that I'm sure will be seen at Devens for a test run in the very near future. As we gathered in the shop, Mike pointed out work in progress on his GT3 — installation of a clear paint protection film called "Roadblock" by Autobahn, located nearby in Danvers. Unfortunately, the technician applying the film had arrived a bit early and set to work before our meeting had officially gathered, but, as Mike welcomed us and discussed some of the things they do at the shop, the Autobahn technician quietly worked his magic, transforming what looked like a mess of wet Saran Wrap when we walked in, to a perfectly applied, nearly invisible coating on the front bumper and lower hood section of Mike's car. Pretty impressive. Later, Autobahn Sales Rep. Shannon Sullivan stopped by with some brochures and business cards. Visit their website at [www.autobahnnorth.com](http://www.autobahnnorth.com).

Next up was Matthew Ligor of Dent Craft, located in the shop next door to Mike's. Matthew has been a practitioner of paintless dent removal techniques for over 10 years and we had several chances to see him demonstrate his craft. Rob and Paula Williamson had brought their blue 1961 356 Roadster along. They had Matthew go to work on some small dents in the rear quarter panel, and soon they were gone. Paul Vincent was next with his 1963 356 Super coupe. Matthew had soon removed a dent in the door, as well as done an 80% removal of one in the rear quarter panel. He explained that while this technique is



Mike Noonan



Ted Shaw, Dick and Ann Anderson (rear), Cindy Markley & the Dows



Autobahn tech applying a protective film



Still life of frame machine tools

amazingly effective, in some situations it does have its limits. It is sometimes more important to know when to stop than it is to keep going — especially in situations where paint cracking may become an issue, either due to the age of the paint itself, or the nature and location of the dent. After watching this



Mathew Ligor of Dent Craft



Mike's Autobody is located in Maldem, MA

impressive display, I decided to have Matthew take a look at my 1996 993 which happened to have a couple of small dings in the right-front fender and left-rear quarter — the type you usually don't notice unless you catch the light or the angle just right, but once you do they become very obvious. Before I knew it, my car was parked over in the bay of Matthew's garage, he was working his magic, and soon, like the 356's, those dents were history. You can learn more about Dent Craft at [www.dentremovalboston.com](http://www.dentremovalboston.com).

Patiently waiting during all this time was Cindy Markley of *Klean by Cindy* fame. Cindy is well known to many NER members as an automotive preparation expert and has serviced many of their cars in preparation for concours events as well as for general care. Cindy discussed some of the products and techniques she uses for general care and preparation of your car for a high-quality cleaning and waxing. Steve Ross's new Boxster was brought into the shop where she demonstrated the use of Mother's wax remover, hand-rubbed in linear (not circular) motion with clean towels and liberal applications of distilled water from a spray bottle. Cindy explained that this same technique, applied to an older car with heavily oxidized paint, can work wonders. Although the paint on Steve's car is already in pretty good shape, you could still see and feel the results of this application. Cindy offered to let several members try the technique themselves and some did. Unfortunately, only sample swipes were taken and Steve's car did not get to undergo a complete makeover that day.

We would like to extend special thanks to Mike Noonan, as well as Matthew, Cindy, and the folks at Autobahnd for hosting an enjoyable and informative session.



Rob Williamson was happy to see a dent in the side of his 356 disappear



Jeff Leeds, George Markley, Charlie Dow

# Porsche News

Copy Courtesy of Porsche Cars North America

## High-Tech Plant for Upcoming Porsche Panamera Is Producing Cars at Full Capacity

ATLANTA, GA, June, 2, 2009 – Porsche's production of its highly-anticipated Panamera four-door Gran Turismo is going full speed at the company's newest plant in Leipzig, Germany – a facility considered to be one of world's most modern automotive factories.

Final assembly of the new Panamera – which will go on sale in the United States on October 17 – started in April of this year with initial production going to European markets. The cars are produced alongside the Cayenne sports utility vehicle using the most state-of-the-art production methods.

Originally built for the final assembly of the Cayenne only six years ago, Porsche has invested more than 150 million euros in the Leipzig facility for the Panamera, creating a new assembly hall, a logistics center, a pilot and analysis center, and a training facility. In conjunction with the new construction, Porsche implemented a new advanced logistics process and concept for the assembly method of the new Panamera. The new process includes a strict adherence to a just-in-time procedure in which the scheduling of suppliers is coordinated in an exacting manner. Suppliers are able to deliver parts in time and at a very high frequency – in most cases just one hour prior to being used on the production line. This means expensive and cumbersome storage areas are virtually eliminated.

"I know of no other factory anywhere in the world in which the principles of lean production have been as consistently implemented as here in Leipzig," said Michael Macht, Board member in charge of production and logistics.

Macht calls the production of the two vehicles, the Cayenne and Panamera, on one production line a significant feat in automotive logistics. For example, the engines for both models are brought to Leipzig via truck from Porsche's sole engine plant in Stuttgart-Zuffenhausen. The partially equipped Cayenne bodies come by rail from Bratislava while the painted Panamera bodies travel from the Volkswagen plant in Hanover. In Leipzig the interior of the Panamera is first assembled on a singular line. Then, when both the Cayenne and Panamera have reached the same status in manufacturing, they are completed on one single line – a remarkable feat when you consider the countless individual options and configurations for each model.

Porsche's Leipzig factory currently employs some 600 workers who are expected to build approximately 20,000 Panameras annually over the life cycle of Porsche's first four-door sports car.

## Porsche Wins "Best Engine 2009 Award"

ATLANTA—June 17, 2009 – Dr. Ing. h.c. F. Porsche AG has been awarded the prestigious "International Engine of the Year Award." By virtue of winning the award for 2009, Porsche's 911

Carrera S 3.8-liter boxer engine has emphasized its leadership position in a tough field of high performance competitors. For the past eleven years, this honor has been awarded by the British specialist journal Engine Technology International for outstanding engine characteristics and advancements in applicable technology.

The new flat-six engine, featuring Porsche's new Direct Fuel Injection (DFI) system, dramatically increases power and engine flexibility while also increasing efficiency and lowering the environmental impact of the iconic sports car. The Carrera S is also available with Porsche's new seven-speed double-clutch transmission (PDK) and, despite an 8.5 percent increase in power, the PDK equipped models offer a reduction in fuel consumption of more than 13 percent and a CO2 emissions reduction of almost 15 percent.

"Co-developed with Porsche Motorsport, and used in last year's American Le Mans Series championship and this year's just completed 24-Hours of Le Mans class-winning RS Spyder prototype, the DFI concept is the best of two worlds," said Dettlev von Platen, President and CEO of Porsche Cars North America (PCNA). "Our team of Porsche engineers have managed to do what most have said is impossible – we achieve more power and greater drivability yet with better fuel efficiency and lower emissions.

Output of the 3.8-liter power unit in the 911 Carrera S models was increased by 30 to 385 bhp. Despite this gain, the new models in the 911 range once again boast a significant reduction in fuel consumption, with the 911 Carrera S equipped with the PDK transmission EPA rated at 26 miles per gallon highway.

## Paint on Metal: Five Legendary NYC Street Artists Use Porsche 911 Hoods as 'Canvas'

NEW YORK, NY—June 2, 2009—Porsche Cars North America, Inc. partnered with five famed New York City street artists participating this month in the largest U.S. exhibition of the genre, to unveil their latest works: Porsche 911 hoods.

The pieces are part of "Whole In The Wall: 1970-Now", a group show of 150 mostly contemporary works by 19 U.S., European and South American "street artists". In profile, they range from Old Masters of this genre — graffiti "taggers" whose controversial first works appeared on NYC subway cars in the 1970s — to painters, sculptors and photographers.

Porsche Cars North America, Inc. is the Patron of this unprecedented exhibition, collaborating with the New York City charity organization CITYarts; the artists; and the curators, Chantal and Brigitte Helenbeck of the Helenbeck Gallery, Paris.

The show opened, privately, late last week to VIP fanfare: a block-long line at the front door with an hour wait. And immediate critical acclaim online, followed by unusually glowing praise in the arts section of The New York Times, among other media outlets. The public got its first look at the exhibition,

and the commissioned Porsche 911 hoods, when it opened to everyone on Friday for its month-long run, through June 27. Link to NY Times article: <http://www.nytimes.com/2009/05/arts/design/30stre.html>

As a collection, the Porsche 911 hoods are colorful, whimsical and iconic. The artists, native NY graffiti writers, born between 1957 and 1966, commissioned for the Porsche collaboration, include:

- **BLADE:** The godfather of the scene, often called the "King of Graf";
- JonOne:** Whose work has evolved from '70s train tagging to abstract painting;
- Sharp:** Whose style is inspired by comic strips and ancient scripts;
- Crash:** An NYC graf pioneer who now has works in the Museum of Modern Art; and
- Daze:** Whose work today is a continuation, on canvas, of the graffiti movement.

All five works (spray paint on metal, 52" x 53" inches), are being sold for the benefit of CITYarts, a charity dedicated to engaging city children in constructive public art projects. CITYarts was chosen by Porsche Cars North America, Inc. as a partner in the collaboration because the five artists mentioned above tell varied stories of having no creative outlets as outer-borough NYC children in 1970s, and because the five artists all praise the work of CITYarts.

One hundred percent of the proceeds of all five works will be paid to CITYarts. Prices for the hoods range from \$10,000 to \$14,000. These works are presented courtesy of the artists and Helenbeck Gallery, the presenter of "Whole In The Wall." Sales inquiries regarding the works can be directed to: [info@helenbeckgallery.com](mailto:info@helenbeckgallery.com)

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# Rekindled Romance

Copy By Ron Orr

It all began many months ago in the quiet pre-dawn of a Sunday morning sitting in my home office in front of my computer with the family still asleep. My twenty year, 126,000 mile love affair with my 1984 Carrera was turning stale. I decided that maybe I should look for a new ride, something with greater vitality and younger lines. The power of the internet produced an intriguing lead. The local dealer was advertising a recently traded-in 2005 997 Carrera S sunroof coupe, with every option and ridiculously low mileage. Full leather, 6 speed manual, Sport chrono package, 19" wheels, adaptive sport seats, navigation, hi end sound, even park assist! What harm could it be just to meet her? I reasoned that a 50 year old guy would look more age appropriate in arctic silver metallic with a speed activated rear spoiler than in Grand Prix white with matching color Fuchs alloys and a whale tail.

The test drive at the dealership was memorable and seductive. Just starting the engine yielded an exhaust note that made me inquire about the integrity of the muffler. The salesman assured me that the crackling and barking sounds were indeed intentionally engineered by the folks from Zuffenhausen. The technological advancements and performance leap between my '84 and this '05 descendant were astounding. It was a 145 hp upgrade with a more sumptuous interior and all the modern luxury conveniences. Even the interior door handles were finally upgraded. These were two completely different automobiles; it seemed as if the only similarity was the left side ignition switch. I'm talking water cooled!

With a new, certified pre-owned 355 horsepower Porsche in the garage, it was time to explore the performance capabilities once again. I rejoined the PCA (letting my membership lapse was an unconscionable omission) and eagerly awaited the start of the autocross and drivers education season.

My first event was novice autocross school at the abandoned runways of Ft. Devins. I immediately felt right at home with the camaraderie of fellow Porsche-philes. The numerous instructors were generous with their knowledgeable and time. There were three stations that all the students rotated through. The first exercise involved threshold braking. We were told to blast down the runway at highway speed and then stop within a car length or so while attempting to turn at the end. My vented and perforated discs with the massive 4 piston calipers did as prescribed. So far so good. The second station was the skid pad. Round and around, faster and faster we went until I felt that the car might flip over ...but, of course, it doesn't. Reversing direction, now clockwise, had me concerned that I could eject myself out the driver's door. None of it made any sense until I turned off the Porsche Stability Management system and was able to actually control the steering with the throttle. The final station was the slalom run through a series of diabolically placed construction cones. For one section, imagine blasting down a runway in second gear with a solitary cone in the distance and your objective is to turn around the cone and head in the opposite direction. It

makes for some interesting use of brake, steering, and throttle.

With all my new found knowledge, I was ready to take on the first autocross event of the season. What seemed like a logical path through the multitude of cones during the walk through, tuned into a confusing blur during the actual competition. I was humbled by my abysmal timed scores. My "rookie of the year" dreams were soon dashed. To run the course fast required significant skill and a proactive, smooth driving style. I, on the other hand, was significantly behind the cognitive curve, reacting with late reflexes at each challenge. Yes, I was slow, but I learned a lot about my car and I had great fun.

Approximately two weeks later, I attended the first driver's education event of the 2009 season at N.H. Motor Speedway. It had been 20 years since I attended a DE event at NHMS and I was anxious to run the 997 through the high speed corners. Registration and tech inspection was a parade of Porsche automotive history. I love the smell of rubber and the whine of a boxer engine in the morning! After a chalk talk in the media room and a series of car control exercises, I was reintroduced to the track by my instructor. His detailed instruction throughout the day was enhanced by the use of a driver - passenger headset. Twenty years ago, we just yelled. Perhaps my skill set translates better on the track than on the autocross course, but I felt confident and assured. As the speed increased through the day, I became ever more impressed with the braking, handling and acceleration capabilities of my car. This level of performance could not be safely explored on a public road.

What a thrill to see the various Porsche models run at speed. A highlight at the end of the day was running laps sitting right seat in my instructor's factory-prepared Cup car. That was educational! Once again, the instruction was first rate, the people couldn't have been more gracious and friendly, and the fun meter was pegged to the red line.

The day at the track lead to an epiphany. At first I couldn't understand why the instructors, with their beautifully optimized cars and considerable knowledge and skill, didn't go club racing. They had invested years and many dollars honing their driving technique and could certainly do well in a racing competition. As it was explained, racing requires a level of commitment and risk that was simply unnecessary. Track time and drivers Ed, I deduced, is about the pursuit of perfection. It is about attempting to achieve the perfect turn consistently through the steps of proper braking, turn in, apex, full throttle, and turn out. There are an infinite number of ways to go through a corner, but Newtonian physics allows only a few idealized lines. It is about attempting to achieve the perfect lap and ultimately the perfect run group. It is about balance and car control. It is about becoming one with your car.

Different people buy their Porsches for a multitude of reasons. For me it is about exploring and appreciating the performance

*continued on page 33*

**Double Clutching**- continued from page 9

and it certainly was, right up until they started up the plant and started emitting a variety of noises that just did not go away. At first, people hearing them thought that they were just part of the construction process and would go away. Eventually, as construction was completed and production began, it became increasingly clear that they weren't going to. It happens that the part of Harvard that abuts Evergreen's location is along Old Mill Rd. where a number of horse farms are located. In addition to the people being annoyed by the incessant high-pitched whine, the horses were starting to get a little crazy, their eating habits were disrupted, and people had to wear earplugs in their backyards. After the noise continued unabated for several months, people started complaining enough to get the Devens Enterprise Commission involved, which has since threatened to withhold Evergreen's final occupancy permit unless they fix the problem. Luckily, Evergreen seems to be taking steps to do so, and I have faith that they will eventually succeed (although some of my Harvard neighbors on Old Mill Rd probably don't share that opinion).

So what is the point of all this discussion, you ask? Well, I'm not saying we have a chronic noise problem, but we certainly have 'loud' cars from time to time at our events. I do think,

however, that it is in our best interests to remember that we are lucky to have Devens for our autocross activities, that we are welcomed there on the condition that we abide by their rules (including noise), and that if we want to maximize our stay, it behooves us to be sensitive to the need to respect those rules, no matter how much we love the sound of an exotic performance exhaust system. And it is not a bad idea to keep in mind that there are plenty of people right nearby who are always more than ready to vocalize their opposition to our activities should we become careless in this regard.

See you at the next event!

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

house. Ann was raised in the part of Connecticut that grew up worshipping the Yankees. I, on the other hand, am a dyed-in-the-wool Red Sox fan. With the Sox up eight to zip in their contests with the Yanks this year, can you imagine being in my shoes? I'm doing my best to be cautiously smug.



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NY CS 5650281 12/07

no surprise.

The previous owner had agreed to transport the car to my garage in Medfield, and he went off to pull up the open trailer. After a few minutes he came back with no trailer and a tale about having the wrong hitch on his truck. The right hitch was back at home, a 20-minute drive away. With nothing to do for what turned out to be an hour, I had way too much time to inspect my find.

I took the time to bring out all the engine pieces, the seats and enough tow straps to tie down a Lincoln Town Car. It turns out that there were actually two engines that came with the car, one correct for the '55 and one for a '59. I put some of the parts in my car for safe transport.

Many years ago I rolled a '64 356SC that also had a sunroof. While transporting the car (by open trailer) to New Jersey for repairs, the sunroof panel blew out on Interstate 95 and was lost. That was a very painful lesson as sunroof panels are not replaceable. That is, the factory never made replacements. I guess the theory was that no matter how damaged, it could be repaired. Who would ever think that some idiot owner would actually lose one? Don't ask. Lesson learned.

With the trailer finally hitched to the \$500 pickup, off we went down Route 2 with me following to pick up any debris.

It certainly wasn't the weight of that old tub that kept the truck at 50 mph all the way down I- 495. I can't remember the last time I traveled that slowly for that long. It was really tough watching everyone passing that poor old girl and just staring at

a rusty old car. Just wait until the car is restored and on her way to a show. Then everyone will be pointing and smiling, just like I imagined I'd be doing when I walked into that warehouse for the first time.

Some things just don't turn out like you want, but we keep looking in every barn anyway and are always thankful for what we find. KTF

**Around The Cones-** continued from page 7

Coolant in late-model Porsches must be the specified product sold through Porsche and VW/Audi dealers; use of American-style coolant may gum up the cooling system.

Most cars get routine flushing of the brake lines, but rarely does anyone do the clutch hydraulic system. If your car has had this service neglected for many years, flushing the fluid at this time may cause a slave cylinder failure as all that old gunk gets forced through the slave, possibly damaging the seals and promoting a leak.

On any car that has a built-in antenna in the windshield, poor connections to the antenna wire could be the cause of bad reception; check it out.

As many of you have found out, spare tires have now become passé in the current sports cars since 2005. Porsche graciously supplies you with an electric pump and some goo to fix a leak, however, if the hole is too large or the tire is ruined you are 'up the creek' or in for what could be a long tow. The space-saver spares from earlier Boxsters and 996 models can be carried.

Although there is no provision for hold-down, a long trip would

be a good time to carry one (read last month's story by Cuan Coulter at the Ramble for a real-life story). Junkyards and NER's The Mart classifieds, plus owners of converted racecars, are good sources for these spares (the price new from Porsche is outrageous). By the way, a flat standard tire *will* fit in the front compartment and the hood will close.

Hood releases are another possible source of trouble, as a low battery will render the solenoid that opens the trunks inoperative. A small boost from a

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battery maintainer or charger to the cigarette lighter will solve that issue. If the cable has snapped or otherwise not work, there are emergency release cables in front near the right inner wheel well and in the rear too (on Boxsters). Unfortunately finding the cable is very difficult with the wheel on, and of course your wheel removal tools and jack are locked in the trunk. I have solved this problem by threading the cable thru the front tow hook holes so it is very accessible. Amazingly, a good number of these cars were assembled with the cable *under* the right headlight assembly; who knows why?

Here's a practical idea for those of you who have those decorative valve stem caps on your wheels. Since they are usually aluminum and the stems are steel, at some point they will react with each other and become nearly impossible to separate (i.e. to remove the caps and check or add air). Just dab a spot of Vaseline or a similar lubricant on the threads and never have a problem again.

Finally, here's something I discovered a while ago with my Boxster. Since the early ones had no cupholders and the later ones have an awkward one high on the dash, I inadvertently found that most average size bottles of water, juice or soda fit nicely between the seat adjuster and the seat on both front seats (of course, this only applies to manually adjustable seats); check it out.

Until next month, enjoy the early summer and keep on 'Porsche-ing.'

*Minutes- continued from page 8*

cast of the first four hours of the Le Mans race. Details will be posted on the NER website. John also provided a brief update on website matters. The search is still open to select the best

company to manage the site. Since his research had uncovered several service level options, it was decided that the next step is to clarify the scope of work. Once that is established, the board can proceed with a decision.

*NOR'EASTER* editor Dave Weber reviewed the copy schedule and deadlines for the next publication. He also pointed out that photographers were still needed to take pictures of a few upcoming events for inclusion to the *NOR'EASTER*.

The board noted that Dave will be transitioning out of the illustrious position of Editor to undertake other challenges. Since print costs had been climbing over the years, Dave proposed the idea of moving to a less frequent publication, possibly one print edition per year. Activities and promos would be updated on the website and include a printer-friendly calendar, schedule, and location for members to post photos from events. This will save money and reduce the time commitment for the editor. The board agreed to consider this idea as it recruited for the position.

For new business, since the Activities VP's and Secretary's terms will be up at year-end, a nomination committee will be formed to identify candidates for those positions. Bob Cohen agreed to serve as chairman. As a first task, he will begin to identify two other members to serve on the nomination committee.

Finally, it was decided that the next board meeting will be held on July 15<sup>th</sup> at Chris Ryan's home. With no business remaining, this meeting of the board was adjourned at 8:27 pm.

*Rekindled Romance- continued from page 30*

capabilities and engineering of these incredible cars. I'm currently on my third Porsche in 25 years of continuous ownership and with the help of the PCA, I fell in love all over again.

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system failures. The powers that be decided to then give people the option of doing some fun runs, also known as un-timed runs. To make it fair, the rule was that if you drove then you worked. Of course I opted to run, as this would be a chance to drive the car hard and not have to worry about my time or those pesky cones. All in all, even with the timing debacle, the day turned out to be a lot of fun

With the car feeling and driving well, I was ready for the track and two days of driving the famed New Hampshire Motor Speedway. This time out I decided to splurge and stay at the Red Roof Inn for two nights. You see, I did not feel like rolling out of bed at 4:00 in the morning in order to get the track on time. This would be the second trip to NHMS for the track car and I was hoping for some dry weather so I could really try out the Hoosiers.

For those of you who haven't been to NHMS recently, you would be amazed at the major construction project that was underway. The track decided it would be a good idea to divert the river that runs through it. Sounds like the title of a really bad movie; wait, wasn't Brad Pitt in a movie with that title? Anyway, the infield was all dug up and the part of the track that makes up turns 1, 2a, and 2b was gone. This meant we would be running on the oval, and since the track was replacing the fencing they decided to put in a few man made chicanes so as to keep our speeds down. Basically they used big heavy cones for the chicanes, so it was almost like a mini autocross course within a DE event. The only difference being, that if you hit one of these cones, you were probably going to damage your car.

My group, White, was going to be the second run group of the morning, right after Red, and I was anxious to get out on the track. So, wouldn't you know it, an air-cooled 911 dumped most of its 11 quarts of oil on the track between turns 2 and 3. The track went cold while the clean up took place and by the time we got out on the track, there was a ton of quick dry between turns 2 and 3. Of course it was right on the line.

I avoided the nasty white powder like it was the plague and I drove off line at a lower speed. I wasn't interested in finding out how my Hoosiers would react to it. We were barely out there for three or four laps when we got the checkered flag and had to come back in. My tires weren't even up to temperature; man was that frustrating. Luckily I didn't have to wait long before our second run.

The second run went off without a hitch. The car drove excellently and the Hoosiers were fantastic. I know I mentioned this earlier, so forgive my repetition: the black car is lighter, faster, and stiffer than the green car. These attributes help make it an excellent track car for me. To be sure, it is not the fastest car out there, and I have no problem giving a point-by to people that are faster. But for now, this is more than enough car for me and it might stay that way for a while since I can only imagine that it will take me some time before I can truly develop my driving skills to the point where the car becomes the limiting factor. The rest of the first day flew by. I had not signed up for the NCR

dinner since I had mistakenly thought it was going to be held at the Checkered Flag restaurant. Instead I would be dining with NER's former treasurer, Bob Cohen and his son-in-law Chris. Bob and Chris were putting Bob's new Spec Boxster through it paces before his first club race. The car looked great and both were in agreement that it was in excellent condition and should do well in the upcoming race.

The three of us ended up at a little Italian place in Concord, and when I say little I mean little. We waited for about a half an hour for a table to open up, but it was well worth the wait. The food was great and the conversation was even better. We had a lot of laughs that night. By the time we got back to the inn it was after 9:30, and definitely time for bed.

I managed to get my stuff ready for the morning and climb into bed before 10:00. As I lay there on the bed I heard the guys next door to me as clear as if they were in my room. Ah yes, one of the drawbacks of the Red Roof Inn, paper-thin walls. I was thinking to myself, "How the hell am I going to fall asleep with all of that noise?" That was my last thought before I fell sound asleep.

The next morning came quickly and I was up and out in no time. I was meeting Bob and Chris for breakfast at the local breakfast spot. This meant that I would get some real coffee and a hot breakfast, which would help me make it through the morning. The weather seemed to be cooperating with us and it looked to be another great track day.

At the morning driver's meeting, Steve Gratton let the White group know that we would be having an instructor join us for our second run of the day. Which instructor you would get would be totally random, since they would be coming in from the Green run group and jumping into the first available car.

I had the good fortune to be paired with an instructor by the name of Penn Young. Penn has been a member of PCA for a while and is even in our region, but he has never attended any of our events before. So how can he be an instructor you might ask, well Penn is a former racer who did pretty much the opposite of your typical PCA Racer. He did his first DE event after he had already been racing. Penn liked it so much that he decided to quit racing and concentrate on DEs. I found this all out after we went out on the track.

There is more to this story but let me get back to the driving bit. So, Penn jumps into the car and we exchange pleasantries. He hands me the earpiece and microphone and then proceeds to let me know that he will be an observer for the first few laps. He also asked me to let him know if I think I have done anything wrong while we are out there. Penn must have realized that I am a quiet guy and wouldn't be swearing my butt off when I missed a downshift or blew a turn.

The driving went well and I felt good about my lines and smoothness. Penn did bring to my attention that there were a couple of things he wanted me to focus on. The first was turn 3, for those of you who don't know this turn let me explain. Turn 3 is a severe turn that takes you out of the oval and heads you

up hill and then leads you to the bowl. At turn 3 there are some rumble strips and then a tire barrier. Penn wanted me to get all four wheels onto the rumble strips and then ease into the power as the car made the transition out of the oval.

Now of course Penn will be reading this so he may be able to write his own version of what was going on, but for now you'll have to go by what I am writing. To be honest, I wasn't too thrilled about this particular angle of attack, so I sort of eased my way into it. I could notice that I was able to carry more speed through the turn and that I appeared to be quicker up the hill. These were both good things.

The next area for me to work on was my braking into the bowl. Here Penn noticed that I was trail-braking out of the bowl. He wanted me to change my line a bit. Instead of getting all the way to the right on the downhill section of the entrance I was to stay more in the center and brake harder in a straight line. Then I was to get off the brake and start accelerating out of the bowl and up to the tree house. Ah, the tree house, the part of the track where you get that sensation that your car has become extremely light and you are hoping that you don't have to hit your brakes any time soon. But I digress again. It took me the rest of the day for me to break my trail-braking habit.

I also got a chance to ride along with Penn in his car. He was co-driving a Lotus Exige with his wife Emily, while his track 911 was being prepared. I had never been in a Lotus before so this was a real treat for me. Word of caution for you all if you haven't gotten into an Exige before: don't try to be graceful. I went in backside first, then head and arms, and finally legs; this is similar to how I get into my 911s, but the Exige sits so much lower and it has a high door sill which complicates things a bit.

Once in the car I got buckled up and ready to go. Man was that car quick, even with the extra dead weight, i.e. me; I could feel the power as it went through the turns. I was able to study how Penn took turn 3 and saw exactly what I needed to work on. I could also see that he made up a lot of ground on people by taking turn 3 the way he did. I also appreciated the straight line braking into the bowl and how it helped Penn really get on the power earlier, thereby giving him more exit speed and momentum. What a fun ride that was.

All in all I had a great time at NHMS, and I am looking forward to the Zone 1 48 Hours at Watkins Glen. I can't wait to see how my car will handle the toe of the boot, but you'll have to wait 'til next month to find out.

*continued on page 36*

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Finally let's get to the other news. We still haven't found a replacement for our esteemed editor Dave Weber. Time is running out and we may have to take some drastic measures. One possible outcome would be to publish an annual issue of the NOR'EASTER, and then provide updates on our website. While this is not my preference, since I enjoy reading the monthly issue, we may have no choice since Dave and Susana are really retiring.

Other than that, there is no new for me on the job front. I have had several interviews and I am waiting on what the next steps will be. Things are also beginning to open up, now that people have realized that the economy is starting to stabilize. I remain confident that by September I will know what my next challenge will be and where we will be settled as a family, plus as an added bonus I will get to take July and August off as I had wanted.

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

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**Upshifting** - continued from page 11

But, if you're inclined to stay closer to home, don't forget about our upcoming July 27<sup>th</sup>-28<sup>th</sup> DE event at NHMS, the joint NCR/NER NHMS on Aug. 7<sup>th</sup>, Watkins Glen sponsored by European Performance Engineering on Sept 2<sup>nd</sup>-3<sup>rd</sup>, and NHMS again on Sept. 10<sup>th</sup>.

Be safe; see you at the track.

**ABBY ADMITTED SHE WAS AT A LOSS TO ANSWER THE FOLLOWING:**

Dear Abby,

A couple of women moved in across the hall from me. One is a middle-aged gym teacher and the other is a social worker in her mid twenties. These two women go everywhere together and I've never seen a man go into or leave their apartment. Do you think they could be Lebanese?

Dear Abby,

What can I do about all the sex, nudity, foul language and violence on my VCR?

Dear Abby,

I have a man I can't trust. He cheats so much, I'm not even sure the baby I'm carrying is his.

Dear Abby,

I am a 23-year-old liberated woman who has been on the pill for two years. It's getting expensive and I think my boyfriend should share half the cost, but I don't know him well enough to discuss money with him.

Dear Abby,

I've suspected that my husband has been fooling around, and when confronted with the evidence, he denied everything and said it would never happen again.

Dear Abby,

Our son writes that he is taking Judo. Why would a boy who was raised in a good Christian home turn against his own?

Dear Abby,

I joined the Navy to see the world. I've seen it. Now how do I get out?

Dear Abby,

My 40-year-old son has been paying a psychiatrist \$50.00 an hour every week for two and a half years. He must be crazy.

Dear Abby,

I was married to Bill for three months and I didn't know he drank until one night he came home sober.

Dear Abby,

My mother is mean and short tempered I think she is going through mental pause.

Dear Abby,

You told some woman whose husband had lost all interest in sex to send him to a doctor. Well, my husband lost all interest in sex and he is a doctor. Now what do I do?

---

**Remember these people can vote!!**

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

reason I failed to do the same for my car. Of course mine didn't start, making the loading of the cars onto the trailer a bit more time consuming. Hopefully all the cars will need are new brake materials, and fluids all refreshed. I hate starting the season with lots of repair expense, as that always makes me think too much about per-lap costs. I will have to put in an order for tires, an expense one cannot ignore. Now I just have to decide what events we can fit into our schedule.

By the time you read this column we'll have returned from Great Britain, where we'll have attended the Goodwood Festival of Speed. We've previously attended this event and had a great time watching over 200 classic race cars do either demonstration or competitive timed runs up the Earl of March's estate driveway. The event attracts a crowd of over 150,000 for the three-day event. I like it especially because you can get up close and personal with the cars and drivers in the paddock areas. All the current Formula 1 teams will be in attendance, with their current cars and drivers. Audi is the featured marque this year, so I expect we'll see plenty of vintage and modern Audi race-cars. Should be lots of fun, and hopefully I'll take some terrific photos I can share with you in the August issue.

# Marketplace

## For Sale

**Pair of MOMO racing seats** (red/black) and hardware, previously installed in my 996 C4. Shows some wear. \$250/OBO. **Set of 4 19" wheels and tires.** Tires have some life left, one wheel has a dent but no air leakage. \$150/OBO. **Set of 4 18" silver wheels,** "turbo look," good condition. \$250/OBO. **Older style GT3 type rear spoiler** (dual wing), painted arctic silver. Previously installed on my 996 C4. \$250/OBO. Contact Sarah Anderson 978.886.2587; sarah.kate.anderson@gmail.com

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2009 911

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Scituate MA  
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Daniel Miller  
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