



2009 New England Ramble
Spring Time South Shore Rally & Sunday Brunch
NORTHEAST REGION  50TH ANNIVERSARY CELEBRATION
Derek Daly Speaks... an interview

THE NOR'EASTER

MARCH 2009 MARCH 2009

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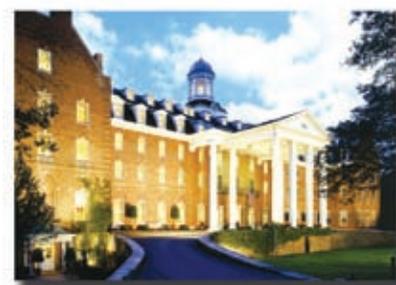


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COVER



Cover Photo
Photo of the new GT3 courtesy of Porsche Cars North America.

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Out In The Passing Lane

Dave Weber



Amazing things are happening in Boxford. Well, maybe that's overstating things a bit, but that's how I feel after weeks of miserable winter weather. Our driveway has been coated in ice nearly all winter, making for treacherous walking and slippery driving conditions. Fortunately the temps have warmed enough to finally melt most of the ice covering the pavement, but not yet enough to prevent the UPS truck from getting stuck in front of the racecar garage. Maybe a few more days of warm weather will be enough to complete the ice melting process — probably just in time for more inclement weather.

February and March are turning out to be very busy months for Susana and me. Early in February we had the region's 50th Anniversary Gala Dinner event, details of which can be found elsewhere in this issue. Prior to the dinner I had the opportunity to interview our guest speaker, Derek Daly. I found him to be a very great interview subject, one whose life story is quite interesting. Strangely enough, this was my first one-on-one interview

In mid-March, Susana and I will celebrate our 40th wedding anniversary. We'll have a quiet celebration with friends to mark the milestone

as a magazine editor. I tape-recorded the interview, intending to do the transcription myself. After about ten minutes of stop-and-go typing with the tape recorder running, I realized that I'd be engaged in doing the transcription for probably a month! Fortunately my Gorton's Administrative Assistant was up to the task — she types much faster than I do. You can read my interview with Derek in several pages that follow.

We spent some time during the month planning our late-June trip to Great Britain/London/Goodwood Festival of Speed, locking in our air travel arrangements, hotels and entertainment. That exercise perked me up a bit, getting me focused on something other than the piles of snow surrounding our house. This will be our second visit to the Festival of Speed. It's a spectacular automotive event, one that should be on any motorhead's bucket list of things to do.

In late February, for a change of pace, we're taking in the B.B. King / Buddy Guy performance at the new House of Blues in Boston. We're big fans

of the "Blues" and have wanted to catch B.B. King in concert for a long time. Should be lots of fun.

By the time you read this column, we'll be back from our annual vacation in St. Martin. Twelve days of relaxation and warm weather will brighten my mood considerably. I'll be curious to see how economic conditions have affected tourism in the Caribbean.

February also turned out to be the month when my boss of 28 years announced his retirement. We've worked closely together while we both worked for General Mills in Minneapolis, and since 1986 here in Massachusetts at Gorton's in Gloucester. His retirement is effective April 1st, and there will be several retirement events taking place in March after we return from vacation. He's been an important person in my life, as a mentor and challenging leader, and as a friend. I'll miss him very much come April 1st. Of course, there will be some interesting exchanges planned for his retirement events — I just hope I can give more than I get. ☺

In mid-March, Susana and I will celebrate our 40th wedding anniversary. We'll have a quiet celebration with friends to mark the milestone. Fortunately neither of us feels all that old and we're still very much in love! I'll be opting to celebrate with Susana rather than spending two days in

Boston touring the annual Boston Seafood Show. Personal priorities take precedence over work priorities in this case.

Later in March, Susana and I will once again attend the four-day *Photoshop World* conference that will once again be held in Boston at the Hynes. I find this conference to be hugely educational and also creatively motivating. A lot of extremely talented professionals teach the various courses, sharing information on everything from photography techniques to software capabilities. The conference also features a large trade show, where you can purchase books, camera gear, software, and computer hardware. Despite my having purchased nearly every book on *Photoshop*, I'm sure I'll find a few more I just have to own.

Somewhere in that busy schedule we'll fit in publishing two *NOR'EASTERS*. Then we can start planning for the upcoming driving season, starting with the late-April New England Ramble to Cooperstown. That event corresponds quite

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Flat Sixer

John Bergen



So here I am, spending my long President's Day weekend doing a whole bunch of writing. Yes, I am writing my monthly column, but I have also been writing recommendations for many of my co-workers.

For those not in the know, my company went through its first ever 'RIF,' better known as reduction in force. A more harsh term is layoffs. This was something we never thought would happen. You see, I work for a small asset management company that manages a large university's endowment and other funds.

Since we only have one client, and we aren't in danger of that client redeeming its money, it was assumed that, even during down markets, the management company could ride things out without having to make cuts. Well, as the old saying goes, when you assume you make an ass out of you and me.

To add insult to injury, five weeks ago I was informed by my new boss of ten weeks that I was not going to be part of the leadership of the company. This was quite a shock to me to say that

Anyway, if you know of anyone who is looking for a Chief Information Officer or Chief Technology Officer, let me know.

least, but they want me to stick around 'til the end of June. Go figure.

So another thing I am doing is working on my résumé. After having been at one company for over 12 years, it becomes a challenge to capture all of the important things that occurred during that time. Anyway, if you know of anyone who is looking for a Chief Information Officer or Chief Technology Officer, let me know!

Now, moving on to more standard fare, in early February I attended the NCR/NER joint event for Driver Education instructors. The event was held at The Silverstone Club in North Andover. The club is a huge facility, with plenty of indoor parking, some racing simulators, and a recreation room with a large plasma television and surround sound. For those of you who live on the north shore and need a place to store your cars during the winter months, you should check the out club at www.silverstoneclub.com.

The main attraction for the event was Ross Bentley; "Bentley is a successful entrepreneur and business owner and is the author of *Speed Secrets*,

a six-book volume on improving driver performance in skill and physical and mental preparation." The event was well attended, with tons of instructors from both NCR and NER and some coming all the way from UCR (Canada)! When I first said that I would attend the event to take pictures I was thinking it would be a few hours long, start at 9:00 or 10:00 and finish in time for lunch.

When I saw the agenda that Ross posted on the screen, I was surprised to see that it was a full day of lecturing with a few breaks for nature and lunch. I was thinking to myself, how in the world would this guy keep this group of people engaged for the whole day? After he started his lecture I quickly saw how; Ross is an engaging speaker and his teaching style lends itself to keeping people interested and involved.

I particularly enjoyed the interactive session when Ross called upon Steve Artick to help him demonstrate a theory. I only wish I had brought my video camera since a still frame shot just wouldn't do justice to what was going on. The theory Ross was explaining and demonstrating had to do with connecting both sides of the brain. The best way to make this connection is by doing something called a "cross crawl."

The name conjures up images of infants crawling on the floor. As Ross pointed out, infants first start out by crawling with the same arm and leg moving in unison in a kind of side-to-side shuffle. Then as the infant develops both mentally and physically, they switch to a crawl where they use opposite appendages to move around and their speed and coordination develop quickly. This is known as a "cross crawl."

For us adults, we can simulate this same motion by marching in place while swinging our arms so that we touch our opposite knee with our hand; i.e. right hand touches left knee and then switch as you march in place. More advanced people can jog in place doing the same thing, which will not only connect your brain but also give you a good warm-up routine prior to jumping in the car and driving.

Now, granted, there is more to successful driving than just having a connected brain, and I can't go into the whole session here since I would run well over my personal best of five pages, but it is safe to say that this year's students will benefit from the knowledge imparted to the

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Four Speeds & Drum Brakes

Tom Tate



This time of year always finds folks looking at the travel section of the paper for longer periods of time, and I am no exception. Foreign countries with fancy restaurants don't do anything for me. My winter trip usually includes the Barrett-Jackson Auction in Phoenix in January since my son and his family live in the area. All I need is some car activities and temperatures in the 70s and I'm a happy guy.

This year I had to choose between the auction and an autocross put on by the Arizona Region of the Porsche Club. That was an easy decision to make, since Rob has a 914 that is ready to run and I had been to the auction for the last three years and nothing had followed me home.

There was also a '59 356 sitting in Rob's driveway that I had bought in California, and we wanted to spend a little time on it. See, it is still a true statement to say the nothing had followed me home. That car had followed me to Rob's house. It was running poorly and needed some attention. The seats were out of a Toyota (I think

available as a rent-a-racer. Besides, it was another chance to see if I still have what it takes to keep my son in second place.

The morning of the event I told Marc that I would drive the 914 over to the event to get used to it and he could drive it back. With a stock muffler, no sway bars and stock shocks the 33-year-old car was a joy to drive on the highway. I didn't feel every bump on the interstate, not that there are any in Arizona, and without race tires it didn't dart all over the road. I could even talk without yelling at 70 mph. All that and 30 miles-per-gallon on regular gas — what a great car. Marc had spent some time behind the wheel and his performance at the autocross proved it. He never missed a shift and seemed comfortable with tossing the car around even though it was only his second autocross. I was his instructor for the day and the only suggestion that I had to make was the same one that I make to every new driver: "Look ahead."

The region had about 38 drivers at the event, which gave us plenty of runs.

They use a practice lap followed by two timed laps on a 45-second course. It doesn't seem like much time, but after three laps (I know they call it "practice" but practice is at full speed) you know that you have been

working. We got in three sets of laps, which meant that the poor 914 had its wheels run off that day. Our times were close as all of us got faster as the day went along. We even beat a couple of Boxsters and a Cayman, and they were on race tires.

With the event over we packed up our gear and started back home. Marc and I followed Rob who was driving his BMW 540. As a passenger I was hoping that they weren't going to make it a drag race as we rolled up the ramp onto I-10. Marc dropped it into fifth at a sedate 60 mph with a big grin on his face. I complimented him on how smooth he was as he informed me that it was the first he had ever driven on the highway. He was having a great time. With a couple of hints about checking mirrors and keeping a safe distance from the car ahead we cruised on home without incident. His lane changes were a little sudden at first but even that got smooth with a little practice. I know that I couldn't improve as fast on

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When the seller got to his final price the deal was sealed when he was asked to throw in the car - done.

and I had shipped a correct set out a few weeks before. It would be another opportunity to help the next generation learn about early Porsches.

The 914 has followed an interesting path. Some years ago, as he was negotiating with a seller on the price of a house, Rob saw a '76 914 apart in the garage of the house in question. It was an Arizona car that was rust free but with the engine out. The owner had pulled the engine, rebuilt it but never got around to installing it back into the car. The sun had taken its toll on the paint as the horizontal surfaces had turned the silver paint to dust. It needed a lot of TLC. When the seller got to his final price the deal was sealed when he was asked to throw in the car — done. A little assembly, a little paint, and bingo: a new car in the garage. With a set of street tires mounted on the alloy wheels it was ready for Rob's son, Marc, to claim when his learners permit arrived. Trouble was that by then the car looked so good that it went into the loaner category, not the gift category. Whatever the category, it was also

Around The Cones

Steve Ross



Well, in spite of all the dire predictions of economic malaise in the country, our little portion, namely the Northeast Region of the Porsche Club, has kicked off the new year with a great turnout at our bi-annual KTR tour in Ayer. New GM Steve Cochrane hosted the 60-plus participants and invited them to wander around the spacious facility, which includes a showroom full of gorgeous vintage racecars, and a shop where many other vehicles are in various states of repair.

As has been the custom, this year it snowed. It was no big deal this time, as it consisted of puffy light snow, and not the wet sticky or icy hard packed varieties that we have also endured thus far this winter. My 'winter beater' this year is a 2007 Honda Civic Si. Outfitted with a set of Blizzak snows and stability control, it makes a generally good winter driving car, and an absolute 'mountain goat' when the going gets tough. This is the second car I have owned with this fabulous electronic accessory and it is quickly becoming more prevalent on many cars from

My 2000 Boxster, while not having stability control, has traction control, which in many ways works just as well in slippery conditions.

the super exotic right down to the bare bones 'grocery getters' that the carmakers produce. My 2000 Boxster, while not having stability control (referred to as Porsche Stability Management or PSM), has traction control, which in many ways works just as well in slippery conditions.

This past summer I took fellow autocrosser Mark Schnoerr for a demonstration ride at an NCR event where the weather was rather wet; in fact it was raining pretty hard. With the traction control active (I routinely defeat it during dry autocrosses to prevent it cutting power coming out of tight corners) it allowed me to drive as fast as I wished and still stay in full control. Interestingly enough, if ever I lifted off the gas the car would instantly start to rotate, but throttle application brought it fully in control, with the telltale warning light flashing constantly, showing that the system was doing its appointed task. Mark, a diehard 914 driver for decades, was summarily impressed with the new technology. Many of you who have participated in DE events as students, solo drivers

and instructors have also seen the ranks of newer cars with traction control or PSM grow, and a corresponding drop in the number of uncontrollable spins.

Although a complex system, PSM is relatively simple in concept. A group of sensors monitors wheel speed (the same ones used for the ABS), steering wheel angle, throttle position, brake pedal application, yaw angle of the car (i.e., rotation) and a few other parameters. These inputs are processed by an electronic control module (ECM), which acts on the system in two possible ways. First, the throttle opening is electronically cut back to allow the car to regain traction if necessary (remember, there is no throttle cable on these cars, just a fancy rheostat that responds to your throttle position). Next, one or more of the individual wheel brakes is activated to change the vehicle dynamics and help you regain control in an impending spin. Yes, an individual brake, most often at the rear (activated by the ABS).

If you want to test it out in a safe place, try the following exercises. On a clean, dry entrance ramp, turn into the corner at higher speed than you think you can make it (not too high, but slightly above normal at first). Keep your foot on the gas and you will see that you will make it through the ramp without braking yourself, but at a slower speed.

The other test requires a big, slippery parking lot; snow/slush covered is best. Just throw the car into a tight circle (in a safe place, of course) at a speed you think the car can't possibly maintain, and you will see the same result.

Recently I wrote about the trials and tribulations of the Detroit automakers. Well, since then, Congress has agreed to "emergency loans" to GM and Chrysler to tide them over while they adjust to the new reality of the times. Ford apparently bit the bullet a while ago and is in relatively good condition, enough to weather a good portion of the year.

In case you did not know it, however, the 'Big Three' do not make a majority of the cars in this country, the Japanese and German transplants do. Honda started the trend way back in the '70s and most all of the other manufacturers selling significant numbers of cars here have followed, with many of them also utilizing Canadian manufacturing plants. Mercedes-Benz produces

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Minutes Of The Board

Jill Maserian- February 11, 2009 Board Meeting



The February Northeast Region PCA board meeting was hosted by the Andersons on February 11th. In attendance were Bruce Hauben, Joyce Brinton, Dave and Susana Weber, Steve Ross, Bob Canter, Bob Cohen, Dick Anderson, and Jill Maserian. John Bergen, Karen Cohen, and Chris Ryan were absent. After enjoying a delicious dinner, Past President Bruce Hauben called the meeting to order for President John Bergen, who was unable to attend.

Steve Ross began by providing the Autocross report. The committee has continued to actively look for new sponsors to help offset costs. In addition, the group was reviewing options for on-line registration to encourage pre-registration.

Regarding Concours events, the Zone 1 Concours d'Elegance & Rally is scheduled for May 15th-17th and the NER 50th Anniversary Concours d'Elegance will be Sept. 26th.

Bruce gave the Driver Ed. update. Registration information will be posted on-line by March 1st. The Instructor Development Workshop that was held at the end of January was filled to capacity with a wait list. A group from Montreal flew in to join NER and NCR attendees. The Ground School, which was scheduled for the end of February, was in good shape. Attendance was expected to be high as it was open to both NER and NCR members, and NCR was also promoting the event. Finishing up on DE matters, Bruce reported that work was underway to finalize all the DE track contracts.

Continuing on, Bruce reported that registrations for the 25th Annual NER Ramble were strong. This year's event would be April 24th-26th at the Otesaga Resort Hotel in Cooperstown, NY. Since the Ramble is the most popular event, Bruce urges those who have not registered to sign up soon to ensure a spot.

Bob Canter, standing in for Chris Ryan, provided the Administrative report. Last month's tour of KTR Motorsports in Ayer, MA, was well attended, with 50 participants. On March 14th NER will hold a Tech Topics meeting hosted by Autobahn Performance in Peabody. The annual Newcomer's Meeting will take place at the IRA Porsche dealership on Sunday, April 19th. A rally through the south shore is scheduled for May, with a follow-up gathering at Firefly's in Quincy. The June meeting will be held at Mike's Autobody, with more details to follow. A number of possible venues had been identified for the 2009 Annual Dinner Gala in December, which will be explored in the coming month.

Bob Cohen provided the Treasurer's report for Karen, who was unable to attend. He reported that

the last month's most significant item was the 50th Anniversary Gala event. Costs were accounted for, and the event was well attended and impressive. A motion was made and the report was accepted and approved as submitted.

Membership Chair, Dick Anderson, reported that association levels for January were flat, with one new member and one transferring out. For the record he stated that NER consisted of a total of 2,327 members, of which 1,340 were listed as primary members.

NOR'EASTER Editor, Dave Weber, distributed assignments for future columns and respective deadlines. He noted that a summary of autocross rule changes would be posted in the forthcoming NOR'EASTER, with a reference to the full autocross rules on the website.

A summary report of the 50th Anniversary Gala Dinner was submitted to the board in advance of the meeting by Michelle Wang. In it she noted that the event was sold out with 157 registrations. The speaker was Derek Daly. Botho von Bose (Zone 1 rep.) and Vu Nguyen (PCA Executive Director) were in attendance and presented NER President John Bergen with a commemorative certificate. There was also a very large group of

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Happy PCA Anniversary

Thirty-Five Years

Michael Fitts

Thirty Years

Russ Merriam

Twenty-Five Years

Steven Gilbert

Rchar Ho

Twenty Years

Mark Keefe

Ten Years

John Koenig

Robert Licho

Lazarus Michaelidis

Brian McNamera

Greg Pelligrino

Wayne Peterson

Delwood Richardson

Michael Sirard

George Toomey

Steve Berry

Jeffrey Hunt

Five Years

Matthew Jaeckel

Jennifer Artick

Anthony Florindi

Tim Gaughan

Thomas McCabe

Stephen Robinson

Vincent Russo

Double Clutching

Bob Canter



Well, it's February as I write this, and by the time you read this it will be March. Within one short month it will be April and if you have taken the time to review the NER calendar you will have noticed that on April 5th the Autocross School will be held at Moore Airfield at Fort Devens in Ayer, MA. As anyone who has read my columns knows, I am a big proponent of autocross. Last year I brought my 20-year-old son Zack with me to participate in the Autocross School and this year, assuming her schedule will allow, I will be bringing my 19-year-old daughter Stephanie. If you have children and they are of driving age there is no better way to introduce your child to the joys of driving a Porsche than at the Autocross School. What makes it even better is that you don't have to be the one in the passenger seat trying to give instruction (or as they might refer to it, "telling them what to do"), which we all know means that whatever we suggest they should do they won't do because we are the ones that told them to do it. No, instead an instructor

The moral of the story: bring your son or daughter to the autocross school and leave the instructing to the region's talented instructors.

will be assigned to them at each station who will guide them through each exercise with a calm patience that is sometimes hard for a parent to maintain. You know what I mean if you have ever watched from the passenger seat your offspring jam the shift lever in your 84 Carrera with the 915 tranny from first to second as fast and hard as they could.

Excuse me here while I digress for a moment to remember there was this time when I was about 18 years old. I was dating a girl from Needham and she wanted to learn how to drive a standard. Seemed like a good idea to me at the time, so we made our way down to Myles Standish State Park where in the parking lot I preceded to switch seats with her and began to teach her the basics. Now at the time I had a 1964 Corvette, which admittedly had a heavy clutch. The best way I can describe what the next twenty or so minutes felt like was being on a bucking bronco. It so happened that at the same time I was trying to instruct my then girlfriend there was another

gentleman in a Camaro SS also trying to teach his girlfriend to drive a standard and he was having as much luck as I was getting the point across of slowly lifting up on the clutch as you give a little gas. As fate would have it both the Corvette and the Camaro stalled out within a short distance of each other while facing each other. I happened to look at the other guy sitting in the passenger seat of his car, he looked at me and I saw in his face the same look of helplessness I know I was experiencing. Without saying anything I preceded to get out of the Corvette and coincidentally he did the same from the Camaro. I don't believe at that point we actually said anything to each other but I walked over to his Camaro and got in the passenger seat and he did the same with my Corvette. Within fifteen minutes I had his girlfriend smoothly driving the Camaro and he had my girlfriend doing the same with the 'Vette. The moral of the story: bring your son or daughter to the Autocross School and leave the instructing to the region's talented instructors, and then look forward to sharing a summer of autocrossing with that son or daughter of yours.

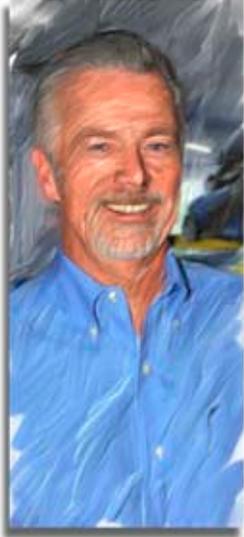
So why exactly should you personally be there on April 5th if you have never autocrossed before? Well let me start off by just saying because it is a lot of fun to autocross. This school will teach you the basics of what you need to know to take a turn correctly, what an apex is and why knowing that is important. How to brake with and without anti-lock brakes (now you may laugh at that as you read that, but you will learn how knowing when to brake and how to brake will be the difference one day between finishing last or finishing first). How to brake-steer and throttle-steer your car around a corner. What oversteer and understeer means and how once you learn to manipulate them you then are in control of your car as opposed to your car being in control of you when you enter a turn at speed.

But what is autocross? Simply, it is the opportunity to attempt to go from Point A to Point B in your fastest time possible, while circumventing an obstacle course made up of orange cones, with the intent of not knocking any of them over. He or she who does this in the fastest time within their bracket wins first-place, but the reality is just

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One Track Mind

Dick Anderson



It's been one of those months. There has been relentless reporting of our fragile economy, Bernie Madoff's colossal client screwing, and "inadvertent" tax dodging by Tim Geithner, Tom Daschle and Charles Rangel (which reminds me of an old Steve Martin routine regarding failure to file - "Well excuuuse me, I forgot"). Worst of all, that overfed rat, Punxsutawney Phil, saw his freakin' shadow. As if that wasn't bad enough, two additional items struck closer to home — my son Adam broke his sternum while snowboarding at Whistler, British Columbia (and now, I'm told, sports a Technicolor chest and abdomen featuring spectacular shades of red, blue and yellow). The final insult occurred when Kelly Infiniti denied me a loaner car because my driver's license had expired a mere month ago. Whatever happened to those RMV mailings that alerted one to these events? Am I the only one that didn't know that they'd been curtailed as a cost-saving measure (this according to a clerk in the Lawrence office)?

All right, I feel better now and there will be no

The final insult occurred when Kelly Infiniti denied me a loaner car because my driver's license had expired a mere month ago.

more whining. Why is that you ask? Because I got to drive my GT3 in the middle of February after picking it up at Mike's Autobody, where it received superb, professional care (I hope Adam's care in the Whistler hospital's ER was this good!). After an off-track excursion during last year's DE event at the Lightning track in NJ, a combination of Rick Hetherington of Autobahn Performance and Mike Noonan of Mike's Autobody was required to put Humpty back together again. Rick replaced bent toe links and a rear wheel (and also installed a JRZ suspension package while he was at it), which allowed me to participate in the balance of the year's DE events. At season's end, Mike got the nod to repair the right rear quarter and install after-market grille inserts in the lower front bumper. These two guys are a credit to their professions as well as very loyal supporters of NER, and both receive my enthusiastic endorsement.

Last Sunday afternoon, Ann and I were feeling a bit nostalgic and began sorting through a box of old pictures we'd come across in a chest that

had belonged to my late mother. Lo and behold, there was a picture of yours truly, a senior in high school, with his pride and joy, the one that started it all, a 1957 Chevy Bel-Air convertible, complete with a 283, dual exhaust and a four-barrel carburetor. What a beauty! I vividly remember reading the classified ad and traveling with my Dad to the seller's house to see this car. The interior was in good shape, showing minimal wear, and the replacement ragtop was only six months old. On the downside, the body had some rust and was kind of a wussy color, a faded light blue. Worst of all, it had a two-speed, Powerglide transmission. To buy or not to buy? When in doubt, make a low ball offer. Two days later, I was the proud owner of a "Stovebolt" convertible, bought for the outrageous sum of \$200. Then the fun began. Bodywork and paint came first. Since I was accomplished at neither, I opted to have a professional do that stuff. I had worked after school for a couple of years at a local body shop, sweeping up, digging ditches for water/gas lines and as-

sorted other grunt work. In exchange for more of the same, I got a professionally painted and repaired, deep metallic blue, chick magnet. Next, that Powerglide tranny had to go. After countless trips to the junkyard and various parts stores, I'd picked up a used three speed manual transmis-

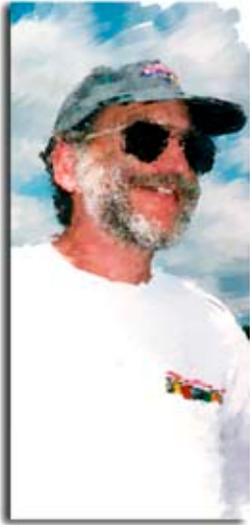
sion, clutch pedal and flywheel, a brand new clutch and throw-out bearing and the coveted Hurst floor shifter. Hours were spent under that car accomplishing the conversion (compounded by having been given the wrong throwout bearing by the parts store), but when completed it was worth every minute spent. A couple of weeks later, I installed "Hollywood" mufflers and my dream car was complete. I drove that car hard for three years, but when it began burning more oil than gas, I knew it was time to say good-bye. I sold it "as-is" for the same \$200 that I had paid for it. In terms of fun per dollar, it may have been my best investment ever.

Finally, nostalgia notwithstanding, there are other reasons to feel good about this month. There are the heroics and sheer skill of Capt. Chesley Sullenberger, who accomplished an unprecedented water landing on the Hudson River, saving countless lives (when you consider what might have occurred had he attempted to make it to one of the

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Upshifting

Bruce Hauben



Many of us in the area had more snow last night, and unlike the past several months what we got is melting today. Areas of our yard still have more than a foot of snow, all of which has me thinking about spring more and more, and what many astute and erudite NER folks are looking forward to with great anticipation... **The Ramble.**

You'll find out all about it elsewhere in this issue. I think one of the neat wrinkles in this year's Ramble – there are several – is a visit to The Baseball Hall of Fame, and where else does that lead my thinking than the Sox. To be sure, the Celtics have been fun to watch with anticipation for some great playoff games involving the Lakers, Cavaliers and Spurs. And the Bruins, well who'd a thunk they'd be where they are, leading the conference and having the most points in the entire league. Then there's Brady, the guy that's been taking all the ribbing in the media for letting the paparazzi catch him being fed nibbles by his girl friend/fiancé (?) who makes obscenely

able to many April and May home games at Fenway Park. There is a distinct possibility that the record string of sold out games may come to an end this year; unless John Henry – and he certainly has a mind capable of doing it – figures out new ways to pad the numbers.

Baseball salary levels (individually and collectively) are always fodder for discussion. Rounded 2008 figures put the Yankees 1st at \$209 MM; the Red Sox and 2 others 2nd at \$134-138MM; the World Series winning Phillies and 4 others in 4th at \$98-102MM and the ACLS champ Rays and 2 others in 7th at \$44-49MM. This is not an anomaly either as Michael Lewis documented in a very entertaining best seller "Moneyball". As the Sox CEO, Larry Lucchino recently commented about the NYY off season spending spree on free agent players "...they spent like the US Congress."

Yea, yea I know, what's all this got to do with cars. Well I more or less hibernate in the winter. I'm not much of a Porsche fixer upper, I'm a driver. And I've already reported ad nauseum about DE

matters and our schedule, and the Ramble, and you'll find elsewhere in this issue a report of our recent Ross Bentley instructor workshop which was a great experience, so you have to put up with my wanderings for a while.

Have you ever realized how great a difference there is between customer service reps (CSR) for the same company? The details would be too lengthy and complicated for this space but suffice to say that in the past 3 weeks I've just ordered my 3rd new phone from Verizon Wireless (returning the others) involving a brick and mortar Verizon store, their on-line store, and telephone CSRs. See, this is what you have time to do when hibernating during the winter.

I've been amazed at the service I've received, waiving various fees and charges, exchanging phones bought over the phone, at on-line prices (free), and at a brick and mortar store. Their customer retention efforts brought me a letter giving me 2 months free calling which said it could only be redeemed in a certain manner and a CSR got around that for me.

That was until I called yesterday for what I hope is my final exchange and I landed in a call center I assume to be Dallas. I sometimes chat with CSRs but this time I was angry and frustrated so not

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Have you ever realized how great a difference there is between customer service reps (CSR) for the same company?

more money than he. Hell, if you've got a choice of loving someone poor or rich why not pick the rich one, a quarterback's earning longevity isn't that long.

With all that, Sox Nation is just that, a nation of fans that literally spans the globe. It's always interesting to watch them play in LA or Baltimore or Tampa and be cheered by more fans than the home team. As much as one might enjoy watching them and get caught up in the local hype, I have to laugh when spring training roles around and the players go through a few weeks of 'conditioning drills' with full media coverage. If these guys have let themselves go over the winter to the point that they get winded chasing down a fly ball, conditioning drills ain't going to do them any good. I won't get into a discussion of how athletic they may or may not be, suffice to say that compared with any of the other aforementioned sports, I don't think so.

A very interesting corollary to the economic times is the fact that there are still tickets avail-

Calendar At A Glance

March

14 Tech Session @ Autobahn Performance

April

5 Novice Autocross School @ Fort Devens

11 Spring Tour

19 NewComer's Mtg @ Ira Porsche

24-26 New England Ramble To Cooperstown, NY

May

2 NER Autox #1 @ Fort Devens

15-17 Zone 1 Concours & Rally

17 South Shore Rally

18-20 NCR DE @ NHMS

June

13 Tech Session @ Mike's Autobody

19-21 Zone 1 48 Hours of Watkins Glen

27 50th Anniversary Seymour Lisker Memorial Rally & Picnic

July

6-8 NER DE @ Mont Tremblant

11 NER Autox #2 @ Fort Devens

10-12 NER DE @ Calabogie

27-28 NER DE @ NHMS

August

2 NER Autox #3 @ Fort Devens

29-30 Zone 1 Autox @Fort Devens

September

2-3 NER DE @ Watkins Glen

10 NER DE @ NHMS

21-22 NCR DE @ Lime Rock

26 50th Anniversary Concours d'Elegance @ The Elms In Newport, RI

October

12-13 NCR DE @ NHMS

18 NER Autox #4 @ Fort Devens

December

5 Annual Dinner

Tech Topics @ Autobahn Performance Saturday, March 14th Starting at 10:00 AM

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

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

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

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

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

Directions:

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

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

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

AUTOBAHN PERFORMANCE, INC.



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

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

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

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Metro-West Spring Training Tour Sunday, March 29th @ 10:30 AM

Meet at Sudbury Farms Plaza, Route 20 in Sudbury MA for a warm-up-the-Porsche tour of the back country west of Boston. This is a chance to hone your clue reading and direction following skills in preparation for the Ramble to Cooperstown. The driver's meeting will be at 10:45 and the first car off at 11:00. There is no admission charge and a buffet luncheon will be at the Oriental Delight restaurant in Maynard about 1:00. If you plan to go, the phone number is 978-443-2672, or e-mail crd968@verizon.net.



Novice Autocross School Sunday, April 5th @Fort Devens

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

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

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

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

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

NER Driver Education & Autocross School Pre-Registration - Deadline To Register is April 1st

Entrant: _____ Co-Entrant: _____

Address: _____ Phone (eve): _____

City / State / Zip: _____ email: _____

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



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

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

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

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

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

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

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

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

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

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

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

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

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



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



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

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

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

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

Further details and the event registration form will follow shortly.

Weekend Schedule

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

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



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

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

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

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

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

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

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

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

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

Finally the details:

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

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

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

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

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

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

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

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



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

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

Circle The Rambles You've Attended

Entrant/Co-Entrant Names: _____

'86 The Quechee Inn

Address: _____

'87 The Quechee Inn

City/State/Zip: _____

'88 The Red Lion Inn

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

'89 The Black Point Inn

Email: _____

'90 The Chatham Bars Inn

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

'91 The Wolfeboro Inn

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

'92 The Old Tavern At Grafton

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

'93 The Eagle Mountain Inn

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

'94 Cranwell

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

'95 The Woodstock Inn

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

'96 The Equinox

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

Checks Payable To: NER/PCA

'97 The Black Point Inn

Sponsored By



'98 The Sagamore Inn

'99 The Wequasset Inn

'00 Cranwell

'01 TopNotch

'02 Mt Washington

'03 The Woodstock Inn

'04 The Samoset Resort

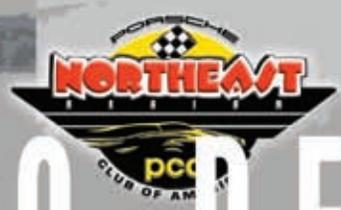
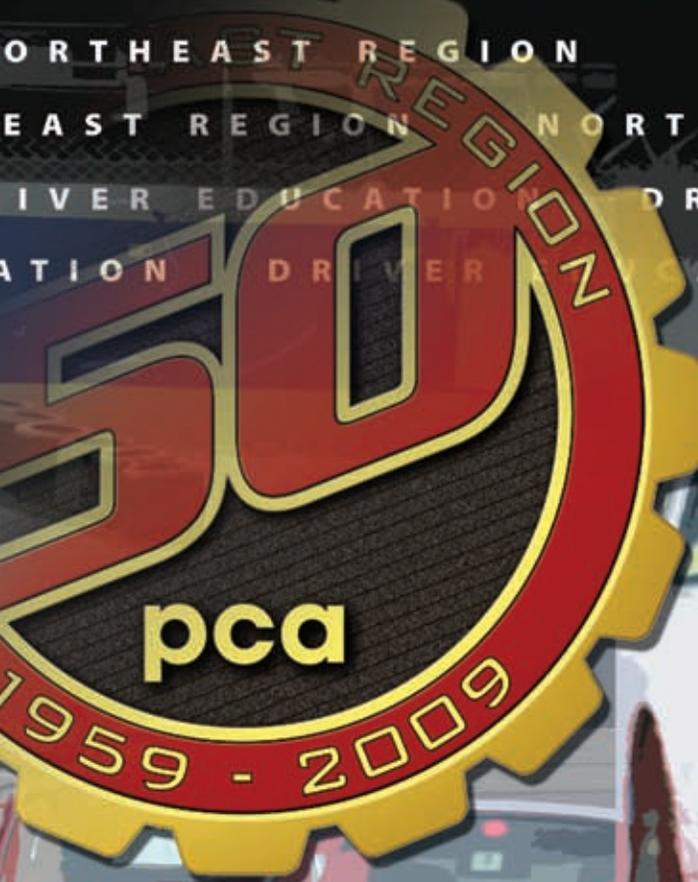
'05 The Sagamore Inn

'06 Stoweflake Resort

'07 The Equinox

'08 The Balsams

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2009 DE

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2009 Driver Education Schedule

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

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

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

For those new to DE:

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

No more paper... save the planet!

NER will no longer be accepting paper registration. To register for any event hosted by NER you will need to do so online at www.clubregistration.net. Once registered with clubregistration.net it is a quick, simple process to sign up for an event, and payment through PayPal is available. You will, however, still be able to send a check by 'snail' mail if you prefer. See our web site for details. For NCR hosted events go to their website www.ncr-pca.org and their registration site www.motorsportreg.com.

Registration Process

How to register:

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

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for any event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases this should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each region, you will be able to log in and will be automatically remembered.

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

When to register:

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

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

continued on page 22

Other important information about registration:

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

A few registration caveats:

Registration closes 2 weeks prior to an event:

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

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

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

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

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

All of the above surcharges are at the discretion of the Registrar, Chief Instructor and/or Track Chair and will be determined by the individual circumstances of each event.

Who can drive in a PCA Driver Education event?

- You must be 18 years or older
- You must be a currently licensed driver
- You must not be under the influence of drowsiness-inducing or mind-altering substances (prescribed or not) prior to or during the event.
- You are a member of PCA or other recognized car club.

What can you drive at a PCA Driver Education event?

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

Generally speaking, any Porsche that is 'as delivered' and is currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by

any other makers. The only consistent exceptions are:

All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar.

Some older Porsche cars (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements <http://www.porschenet.com/JCMS/content/view/53/47/> and should be checked periodically to stay current with any changes. All vehicles are required to have (at least) 3-point seat belts.

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

What else is needed?

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

All PCA Driver Education events require that you wear a 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 you first time Novice drivers attending the May 18th event at NHMS are exempted for that first event.*

In summary:

Identify who is hosting the event or events you wish to enter

Go to the host's web site and locate links to Driver Education

Go to their registration site and register for events

Pay online **or** forward a check to **the host region**

Have a fire extinguisher installed in your car (1st event exempted)

Beg, borrow or buy a helmet that meets or exceeds SA2000 or M2000

Download a tech inspection form a couple of weeks before the event

Locate a nearby tech inspector from your home region's web site

Have your car inspected and keep the tech form, as you will need it at the event

Read the articles on what to expect and what to bring that appear on all regions web sites

The sub-menus under "Driver Education" - "On The Track" at our web site <http://www.porschenet.com/JCMS/content/view/61/56/> are valuable reading for all.

Come to the track and have fun

Contact Information:

Northeast Region (NER)

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

email address
mxk@charter.net
bmh993@porschenet.com
fitleist@aol.com

<http://www.ncr-pca.org>
John Lussier 802-728-4457
Paul Frucci 603-491-2265
www.motorsportreg.com

de-registrar@ncr-pca.org
de@ncr-pca.org



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

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

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

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, please see the schedule on the autocross web page. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event. The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$40 for members, \$50 for non-members. Additionally, members may sign up for all 4 events in advance and receive a \$30 discount; cost for all four events is \$110 and must be received by April 27. As this year's Zone 1 event will be held at Devens, the championship series will include results from this event as well. Zone 1 is priced separately, details are available at <http://zone1.pca.org>.

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

Directions to Fort Devens

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

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

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



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Stefano Auriti: Service Advisor

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

Sunday, May 17th

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

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

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

Before we depart, we will hold a driver's meeting to discuss the route, timetable, and other details. Printed directions will be provided complete with a list of rally checkpoints for you to follow. The group will plan to depart MacDonald's at 11:00 am. After that, each car is on their own to make their way to our destination, so staying within site of the group is your best option. Directions to Firefly's from I-95 (highway version) are provided below, just in case.

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

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

Directions:

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

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

Registration Request: Spring Time South Shore Rally

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

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

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2009 Autocross Competition Rules Changes

Copy By Ron Mann

For the 2009 season the autocross committee has altered the classification rules for all competing Porsche cars. These changes were made in direct response to the desire of the membership and participants to provide competition classes which did not require the use of R-Compound tires to be competitive. The committee deemed these changes, particularly in light of the nation's current economic difficulties, important in terms of reducing the cost of participation as purchasing a second set of wheels and tires is a nontrivial expense. Equally, as this was done to improve the competitive environment, we set a hard target not to increase the overall number of classes. If you have any questions please contact the chair.

For cars in classes where an S/R designation must be determined, classification decided on the basis of the tire wear rating as specified on the sidewall of the tire. Cars equipped with tires displaying a wear rating greater than or equal to 140 are

deemed to be in class S. Those tires with wear ratings below this number are deemed to be in class R. For cars other than class 10, all tires must be DOT approved. Any Porsche shod with non-DOT tires is automatically moved to class 10. DOT tires are free in classes 8 and 9. For classes 1-8 and 11S all free modifications are allowed regardless of tire choice. Cars with penalized modifications as per current rules are placed in class 9. As cars are permitted to run in a higher class, cars with S designated tires can elected to run in R on a seasonal basis. As stated elsewhere, cars are classified, not drivers. If a car is co-driven, it must run with a single class designation.

If a model is not covered here, the participant must apply in a minimum of 1 week in advance for classification. Failure to do so may result in the car running unclassified for the event -or- may be classed at the discretion of the chair.

2009 Autocross Car Classifications:	Models
Class 1S:	All 914 models, 356, 912
Class 1R:	All 914 models, 356, 912
Class 2S:	All 924, 944 and 968 models
Class 2R:	All 924, 944 and 968 models
Class 3S:	All normally aspirated 911, 911SC, Carrera and 964 models through 1994, All 928
Class 3R:	All normally aspirated 911, 911SC, Carrera and 964 models through 1994, All 928
Class 4S:	All Boxster, Boxster S up to 2004 (986)
Class 5S:	All Boxster, Boxster S, Cayman, Cayman S from 2005 and on (987, 987 II)
Class 6S:	All normally aspirated 993, 996, 997 except 997S and GT-3 models
Class 7R:	All Boxster, Cayman, S models, 993, 996, 997 except 997S and all GT3 models
Class 8:	All turbocharged 911 + all 996/997 GT3, 997S models, Carrera GT
Class 9:	Improved (All Porsche not conforming to Free Modifications)
Class 10:	Race (All Porsche not conforming to Free or Improved Modifications)
Class 11S:	All Cayenne Models.
Class 12:	Non-Porsche



Porsche News

Copy & Photo Provided By Porsche Cars North America

Next Generation Porsche 911 GT3 to Make World Debut

ATLANTA --- January 29, 2009 --- Porsche will launch the fastest, most powerful 911 GT3 to-date at the Geneva Motor Show on March 3, 2009. The high performance GT3 is the latest in the new generation 911 series and carries over a wide range of expertise learned from motorsports – resulting in superb capabilities both on road and on track.

New Engine

The 2010 Porsche 911 GT3 raises the performance bar thanks to an increase in engine size to 3.8 liters and VarioCam technology now on both the intake and exhaust. The naturally aspirated six-cylinder boxer engine develops 435 bhp, 20 bhp more than its predecessor.

The new, larger engine offers a significant increase in torque at medium engine speeds, which is particularly important for everyday driving. Track performance is also improved; the new GT3 accelerates to 60 mph in 4.0 seconds and reaches a top track speed of 194 mph.

Improved Suspension

Driving dynamics have also been enhanced, and the new GT3 offers even better grip and stability. Porsche Active Suspension Management (PASM) has enabled Porsche's engineers to make the springs and anti-roll bars stiffer, thus ensuring even more precise handling in sport mode, while retaining a level of comfort suitable for everyday use in normal mode. For the first time, the 911 GT3 comes standard with Porsche Stability Management (PSM), with suspension mapping mirroring that of the GT2. The driver can disengage both stability control and traction control in separate steps.

Refined Aerodynamics

At high speeds, aerodynamic improvements have increased downforce at both the front and rear, more than doubling the effect of the previous GT3. At the same time, the new aerodynamics package, with larger vents in the front and rear bumpers gives the GT3 a brand-new look, accentuated by standard bi-xenon headlights, LED rear light clusters and modified air intakes and outlets.

Innovative Engine Mounts The new GT3 will be available with new and highly innovative dynamic engine mounts. Utilizing magnetic fluid, these inventive

mounts automatically stiffen to create a more solid coupling between the engine and chassis when the car is driven energetically. This provides a sporting, rigid assembly on fast bends and winding racetracks yet allows for engine isolation and increased comfort while driving in everyday traffic. Traction is also improved when accelerating from a standstill.

Upgraded Brakes With driving dynamics and performance at an even higher level, the brake system, following a long Porsche tradition, has also been enhanced accordingly. Brake discs are larger and feature an aluminum hub to reduce weight. Increased brake ventilation ensures a high level of brake power over long periods, and the GT3 can also be equipped with PCCB ceramic brakes, developed specifically for this model.

Creative Front End Lift

A new lift system for the front axle is also available. By utilizing an on-board air compressor, the front of the car can be raised for steep driveways or inclines. The touch of a button raises the front ride height by 30 mm, or 1.18 inches and at speeds up to approximately 30 mph. New, lighter GT3 specific center lock wheels and ultra-high performance tires round out the functional and visual enhancement of the GT3.

The 2010 Porsche 911 GT3 will be available in the fall of 2009, MSRP \$112,200 US.



Ross Bentley Instructor Workshop

Copy & Photos By Bruce Hauben

NER's recent instructor workshop in Andover, held jointly with our friends from NCR, was a great success from all points of view. More than 80 members pre-registered and showed up (in fact, there was a wait list of drivers wanting to attend), the event and lunch were free to NER/NCR drivers, Ross's presentation was to the point in an entertaining manner, and everyone took home many new and/or reinforced ideas. The distance award, had there been one, was won by the Rennsport instructors who paid their fee and flew into the Beverly Airport to be at the workshop.

Black-group drivers were invited in addition to our instructors, feeling that these drivers are our next instructors and whatever we can do to give them a leg up is all to the good. The feedback from those people was uniformly positive, "I am now convinced that I will go for my instructor rating as soon as I meet the requirements"; "I was already interested in becoming an instructor and this reinforced that interest."

The seminar content hit the nail on the head. Before getting into specifics, Ross (a pro driver as well as author and speaker) dove into the mechanics and mental and psychological aspects of both teaching and learning: the keys to improving performance; the circle of multiple inputs to the brain's computer leading to processing 'software' and the output to performance levels; the difference between conscious and subconscious programming; visualizing vs. actualizing, and many more. The feedback told us, "Terrific content and delivery"; "...insightful, erudite, entertaining, brilliant"; "True professional presentation, it was excellent."

I've found over the years, particularly in the many straw polls and surveys I've taken for our Ramble (which, by the way, is coming up at the end of April and you still have time to sign up), that most things in life fit into the normal bell curve and this seminar was no different in terms of people's feelings



Drew Ley, Mark Schnoerr, & Jack Kelly



about the time involved. Some felt they would have liked more time; we were in fact listening and participating for a full eight hours. Others felt the material could have been covered in less time. The comments ranged from, "...could have listened for another couple of hours but the clock ran out on us" to "The material covered required the whole day" to "The material could have been covered in half a day." One of the attributes of Ross's presentation was the interactivity woven into the day. It kept us on our toes and made for lively interchanges.

There was a concern expressed by one, in answer to the survey question, "...did the seminar increase your interest in becoming an instructor?" that bears addressing, which I'd like to do wearing my hat as Track Chair. The response was, "...still concerned about the liability while instructing," which I suspect many existing instructors may have in the backs of their minds, if not right up in front of that cortex. Our PCA insurance policy covers the liability of instructors while acting in the capacity of PCA instructor, and the students' signing of the waiver stipulates that they will hold the club harmless for any incident and not sue. We all know that never prevents one from bringing suit, but with proper execution of the insurance policy and waiver, the resources of PCA and the insurance carrier are backing up the instructors. Now, it's an entirely different matter if an instructor is involved in an incident when on the track while not instructing in some shape, form or manner. While the waiver is still in effect, you're no longer an 'agent' of the region and PCA.

The difference between coaching and instructing/teaching was explored and how the techniques differ. While both methods can be applied to any level of driving, there is clearly more 'teaching' involved with novice students and more 'coaching' involved as the students' experience and skills increase. Coaching becomes a more interactive process while teaching is more of a one-way affair. Ross defined three steps in the process beginning with teaching, going into instructing and finally coaching; areas that we've all used to one degree or another.

Our thanks go to The Silverstone Club in Andover for providing the space and European Performance Engineering in Natick for underwriting the event. Summing up the day was one instructor's comment, "Great discussion. Whomever missed it – really missed it."

NER Celebrates Its 50th Anniversary

Copy By Michelle Wang & Susana Weber, Photos By Dave Weber

The 7th of February, 1959 friends and fellow Porsche owners gathered to sign a contract that established the beginnings of a club of like-minded individuals from all walks of life... but with a singular common love of a little automobile. Fifty years to the day, members of that club gathered to celebrate that occasion and all the fun, exciting, informative, scary, hilarious... and wonderful events that have occurred in those 50 years. The evening was practically balmy for a February evening in 2009... a welcome break from the bitter temps we have been subject to. Outside the Burlington Marriott ballroom the full length windows let the light from the pre-dinner cocktail party spill onto the walkway and the two beautiful (and *clean*) new Porsches displayed by Chambers Porsche of Burlington. The partygoers, seen through the windows from the parking lot seemed to pull us in with the promise of something special... and what a special reunion it was. Members from years past greeted long ago friends as if it were yesterday that they had finished a rally or parted after an exhilarating tour or DE event. Exclamations of delight, hugs and kisses were the order of the evening for all. New members who had come to share in the festivities learned something about the nature of the Northeast Region; its true foundation is the boundless friendship of its members.

Among the sellout crowd of members were Zone One Representative, Botho von Bose and PCA National Executive Director, Vu Nguyen who presented the Region with a commemorative certificate from National. All enjoyed cocktails and savored the selection of hors d'oeuvres provided by the hotel and arranged for by the 50th Anniversary Committee.

We made our way into the ballroom and enjoyed the table decorations of the familiar red, black and gold, and the Porsche cookies at each place setting... lovingly made by the "Cookie Committee" for the satisfaction of those of us with a sweet tooth... at least those who dared eat one of the works of art! The "business" of the evening began with a gathering of those members present that had served as Presidents of the Region and/or were board members... and those very special members who had been Charter Members! A photograph was made of the historic event for posterity... and a list of those included and the years they served is offered here:



Derek Daly with event organizer Michelle Wang

- Longtime members John McCoy and Martha Dow
- 1963-64 Edgar Broadhead
- 1964 Secretary Nancy Broadhead
- 1967: Charles Dow
- 1970-71: Norman Brust
- 1973 Newsletter editor Ted Shaw
- 1974: Sue Meyer
- 1975: Pam Sanborn
- 1977: Mike Caldwell
- 1978: Tom Tate
- 1983-84: Russ Merriam
- 1985-86 and 1998-99: Steve Ross
- 1987-88: Charlie Learoyd
- 1989-1990: Nann Weissenberger
- 1992-1993: Susana Weber
- 1994-1995: Drew Ley
- 1996-1997: Kim Saal
- 2002-2003: Barbara Collazzo-Noonan
- 2004: Andy Jenks
- 2005: Steve Boris
- 2007-2008: Bruce Hauben
- 2009: John Bergen



Vu Nguyen & Botho vonBose



Tricia Forrester, Mandy Savenor, Elizabeth Selders



Nann Weissenberger & Don Wolcott



Region founders: Charlie & Martha Dow (seated), Ed & Nancy Broadhead and John McCoy (rear)

The Region had asked Derek Daly to join us for the evening as featured speaker. He accepted and offered an entertaining glimpse of his racing career, amusing stories and took questions from the assembled guests. He proved a delightful addition to our celebration... speaking openly in a personal in-



John Caruso, Dot & John Berrgen, Cuan Coulter (rear)

terview with *NOR'EASTER* Editor, Dave Weber, earlier in the evening, and expressing delight in the size and friendliness of the group. Copies of his new book were won as door prizes during the evening and others purchased with personal inscriptions
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Long time members, founders, and region officers and presidents through the years

An Interview With Derek Daly

Interviewed By Dave Weber

Prior to the start of the region's 50th Anniversary Gala Dinner event, Derek Daly (our evening's guest speaker) graciously sat for a brief interview. He's led a very interesting life, having competed at the highest levels in motorsports, succeeded as a motorsports television personality, and more recently started two very successful motorsports related businesses. Following are his comments:

Dave: Why don't we start with a hypothetical question? You've raced a lot of different cars and over the years and in a lot of different series at that, but if you were to have had the opportunity to drive any car in any series at any time, when would you have liked to have driven, who for, what car, what series?

Derek: The '68 Ford GT 40.

Dave: Why is that?

Derek: I always call it the slip and slide era. It was before massive down force came to racing cars, which made them almost brutal inside. I mean racing cars became a hostile environment. They have so much grip, and they are so fast. The finesse of the slip and slide era of the Cobras and the Ford GT 40's to me was a romantic era that I wish I was part of.

Dave: And what type of track would you have liked to driven which you haven't driven?

Derek: That I've never driven...That's a hard one.

Dave: That's an indication that you've maybe driven them all!

Derek: Well, yah cause I, I would try to think, I suppose the

modern day Spa Francorchamp. Because the Belgian Grand Prix was in Zolder when I raced, in Formula One. And even to this day, despite the track, the fact that racing circuits have become very clinical, drivers still rave about going to Belgium to race in Spa. It still has that tingle at the end of your finger feel when you drive a car fast around there.

Dave: It's always interesting to watch races in Spa for that reason; it seems like the last of the real race tracks.

Derek: Yah.

Dave: And, how did you happen to get started in racing to begin with?

Derek: My Dad had a corner grocery store. One of the ladies, who came in and bought her groceries from my Dad, said that her brother was coming from England and he had a racing car. He was going to race in a small village on the outskirts of Dublin City called, Dumbloin and I was walking home from school and I saw this truck with racing team written on it. And my Dad said I could see the racing car the next day. And I can remember going up to see it and this gorgeous white Brabham with a green stripe and a shamrock on the front of it. And my Dad then said that he would take me out to watch this thing race. And next weekend we drove, sat on this dirt bank and watched the cars go right by the end of our toes and it was literally street racing. They'd race around this small village and I can remember the noise and the smell, and the sound and the color as clear today as I did when I was 12 years of age. And that was a seared tattoo in my brain that's what I was going to do, right there.

Dave: And you got started doing driving how...

Derek : I started at age 16 in demolition derby jalopy racing. That's all I could do. We had no motor racing skills background and no financial means to buy a racing car. So it was a way to get started when I was 16. Which is early in those days, it's not early in these days. I didn't get my first racing car, which was a Formula Ford, until I was a 20 years old.

Dave: What do you think of the state of racing, and state of sport car racing these days? There are a lot of us who are very interested in Formula One. And a lot of us were very disturbed about the split of Champ Car and Indy car and what it did to open wheel racing in the U.S. We now have Grand Am and American LeMans, splitting the audience. NASCAR is now the gorilla in the room. And now economics is a significant issue.

Derek: Right. Formula One. Top of the tree led by a dictator, one of the most brilliant business men I know. Formula One has



Susana Weber, Derek Daly & John Bergen with NER's gift to Derek

never been bigger. Never have people, team managers, team owners made as much money in their lives as they have made in Formula One in recent years. So it's well managed, well run and a huge marketing commercial platform.

Indy car racing in America, um, there is a whole generation of young teenagers that will never know Indy car racing to be significant in America. Because the split went on for so long. The split happened at the end of the 1995 season. At that time there were twelve different race winners, which is a record number. With record attendance. And Indy cars outdrew NASCAR on television so it was a hard argument to make that the wheel was really broken. But when the IRL was formed, it was based on a flawed business plan that collapsed around it and Indy and everything has never recovered since. And, and it's going to take years to recover. And that might be a second generation of drivers lost because of the split.

Sports car racing is in a bit of the same turmoil, but not as bad. Grand Am is good, cheap and cheerful sports car racing, but nobody really is that interested in it. The technology, the man and machine, it has never got that allure that sports car racing had in the 60's and 70's. On the other hand we have American LeMans where the technology is so high now that I think they're about to implode on themselves. Because they've gone through the normal cycle that manufacturers come in, they spend a fortune; they outspend each other they destroy the private teams they spend so much that they can't even justify it. Then they all collapse. Then the privateers take over again. I think that American LeMans are right on that cusp right now. I would say, Acura might have a huge investment in their LMP 1 program but I just, but I don't see it lasting. I just think it's too loose. I think it's gone through a normal cycle, it's going to implode and it will go back to privateering again.

Dave: And do you think Grand AM is going to prosper? A lot of people are kind of numb to that series because the cars are so generic.

Derek: Well Grand Am may prosper, but it will only ever be a club series. It will never be regarded as an International series that's engaging enough to have fans want to go there and watch it. It will be a club series.

Dave: You're now involved in race track design. What do you think of race tracks in the U.S.?

Derek: There are some very very good race tracks in the U.S. From what we know of the rest of the world, certainly the later F1 tracks, the American tracks have not kept up with what is available technology wise, safety wise, but they don't need to because they keep up with what they need to keep up with at the moment. If the U.S. Grand Prix were to come back and go to a road racing circuit there would have to be a major

upgrade somewhere. But the quandary there is you now have countries that see Formula One as a huge image creation tool for their country. Governments are prepared to spend 200 million dollars to build a facility to attract Formula One. That will go through a five year cycle, then they will have trouble making their payments on the facility. The business model is completely skewed because it was built for marketing reasons and not business reasons and it cannot. So I'd hate America to get into that fight having to out do another country and build a 200 million dollar facility that's useless in five to seven years time. But quite frankly in this economic climate you can't make a facility that expensive.

Dave: There are rumors of a U.S. Formula One team forming with Peter Windsor. There are no U.S. drivers currently in Formula One. Do you think either of those things is important to Formula One?

Derek: I don't believe Formula One will ever survive or grow in America without a U.S. driver. You have to have an emotional engagement and a reason for the fans to flock there. I say to people, in NFL football, people don't go to see the teams. There are always personalities within the teams. I live in Indianapolis. People go to see Payton Manning or Marvin Harrison. They go, the team is there, but there are individuals who are engaging personalities and athletes that make people want to go and watch. I think it's the same in any sport. People didn't watch the Olympics and the swimming to see how good the swimming was, Michael Phelps was there, and that's why we watched it.

Dave: Absolutely.

Derek: And I say to people that the U.S. Grand Prix when Michael Shumacher was leading the first U.S. Grand Prix, if you had then next Tony Stewart ten seconds behind, and there were ten laps to go and he was closing a second each lap, and the American was catching him you wouldn't hear the end of people screaming for their guy to beat everybody else. And all those people would come back the next year and bring all their friends. But you have to have an emotionally engaging reason to go watch an event and build an event like that and the only way is you to have one of your own, in there racing wheel to wheel able to have a chance to beat the best.

Dave: So much money is required to get young drivers into the cars in Formula One. Do you think there's a talent in the U.S. up and coming that deserves to be get a ride in Formula One?

Dave: US driver Scott Steve recently drove in Formula One.

Derek: Scott Steve was in a bit of a difficult situation because I

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believe the Red Bull driver development program is so results driven. And how can you expect an un-developed driver to produce the results that you need. They position their drivers as successful instead of developing the drivers to be successful. After you develop you can position them anywhere, they have it backwards. Right now do I think there are up and coming teenagers? Yes I do. They're unfortunately surrounded by a complex sport that doesn't have a development path set out in America. I happen to have a 17 year old who's racing, one who wants to race in Formula One. And our mission is to try to see that he can be that next driver. So when Peter Windsor and Ken Anderson announce they're going to have a U.S. Formula One team, that's great, cause I think I have the driver who's in development that maybe ought to drive for them. Maybe we can package the whole thing.

Dave: There are some of us, like myself, who have hopes that it happens.

Derek: Right.

Dave: We were avid fans of Formula One, went to Canadian Grand Prix all the time.

Derek: Yep.

Dave: Hated to see those races go away.

Derek: Yes. Yep. Hey I'm with ya, it's been my life since I was 12 years old.

Dave: Right. Talk a little about your outside interests these days. The diverse set of things you are engaged in.

Derek: I do a lot of unusual things. When I got hurt in 1984, believe it or not I fell into television broadcasting. I was out of full time racing for 2 ½ years, I happen to do an interview with ESPN that turned into a ten year contract. When my boss at ESPN went to Speed Channel I went there with him for ten years. But it was taking about 22 – 24 of my weekends every year. And my son started racing when he was 10 and he's now away 24 weekends a year. I was beginning to have to miss a lot of his key races, so I stopped doing television and I started doing more and more public speaking and corporate presentations. And suddenly that took off, because the message of motor sports that have skill sets admired by everybody in corporate America has such a wonderful model for corporate American to understand. So that's suddenly taken off and now a lot of my weekdays are spent travelling addressing corporations around America and I literally use the motor sports platform to show them how they can improve their business. And I love doing it.

Suddenly I have sport so dear to my heart able to affect corporate America in a way like this. I spend at least 40% of my time working on my son's racing career. I raise all the money for what he does. I do all his contracts, I do all his sponsorships, and it's becoming a full time job. I happen to have a learning and development company call Motorvation, which is the back-end training of people who want to understand this speed and flawless execution model that is motor sports. If you want to understand the importance or preparation and execution every day I have the company over here that will teach you the skills set.

And then just over two years ago, Derek Daly Design started and that was, I was brought in by a group of investors who wanted me to look at a racetrack they were going to build in Kentucky. I looked, at them and asked three simple questions: Where are the passing zones? Where are the signature areas and where is the wow factor? They had no answers for any of the questions and I was hired as a consultant a week later and that turned into a company. So we're doing tracks right now in Kentucky, New Mexico, Canada, Brazil and Northern Indiana. So that suddenly became another time consumer. So luckily I'm able to still stay involved in racing.

Dave: So those are three critical questions for race tracks which you drive a lot.

Derek: Right. (laughing) Exactly. Oh and when they didn't have the answer I knew they needed a hand.

Dave: Yes, that's interesting. And you still have the school?

Derek: I sold the school three years ago. I had it for ten years, it was a wonderful experience. Vegas was a great location but it was very time consuming and I no longer had the time to dedicate to what it needed.

Dave: We have a lot of people, like us, who are very active in track driving, when you teach people, where do you put the initial focus?

Derek: Well, we did a lot with police training. And believe it, when you train police you can get them to listen to everything you say and begin to do all the skill sets. But as soon as they turn the alarm on and the lights blink, it all goes out the window. Their emotions take over. So if you can keep emotion out of what you are doing when you're on the track and be as clinical as possible and smooth as possible, detach yourself you'll be having a great time. And focus on very simple things: reference points, let the car do the work and read the car. And that's the three guidelines I work with my son. When he drove go-carts I told him reference points, where you turn in where you exit, let the cart do its work, don't force it and read what it's doing.

And believe it or not those three very simple rules work for every race series, and if he goes to Formula One I'll still preach the same three basic things. The beauty about that is when he goes to a higher class he doesn't need to look for magic its very straightforward and simple. So he doesn't go there with a new pressure, concerned that he has raise his game, just do exactly the same things he's been doing.

Dave: You mentioned you would have liked to race the GT 40 for the slip and slide aspect. Do you think cars have gotten too technical or too advanced so that the driving aspect is being taken out of racing now because of the complexity of the cars?

Derek: Nope. I still think the best drivers still have to be in the best cars in to win without a doubt. The skill set are now a bit different. When paddle shifting came into Formula One, people said it just got easier, no it didn't. It got different. You no longer had to take your hand off the wheel to change gears, you no longer had to mentally program what if this doesn't go right I have this much of an edge to make sure I don't fly off the road. When paddle shifting came in that got easier but the commitment to the corner got greater. Cause now you could brake later and know you're not going to miss a shift as it's all electronic. So your commitment level to the apex got higher. So it still requires the same high skill from the driver but the element of commitment is different once you've got paddle shifting for example.

Dave: Yes, I can see that logic. Because the pucker factor changes.

Derek: (Laughing) You know what that is....

Dave: We both have Porsche GT3 Cup Cars.

Derek: O.k. Awesome.

Dave: We've been driving since 1983. We've had a grand time with it over the years.

Derek: And I love to see people who have the resources to enjoy a sport like that.

Dave: Thank you Derek for taking the time to speak with me.

Letters To The Editor

Dear Editor

You may have heard that Massachusetts wants to install RFID tags on license plates and then tax car owners based on miles driven.

So, keep in mind that if you tow your car in Massachusetts, say to/from the race track, and go past one of the RFID readers it will "clock" that car as having been driven past it. So, you get to pay a "mileage tax" on a car which isn't actually being driven, as well as a mileage tax on the tow vehicle, and a mileage tax on the trailer. If the car is inside an enclosed metal trailer it may not "see" the car. Depends on whether the radio waves can get in/out through gaps. Wrapping the license plate of the car on the trailer in metal foil may "cloak it" to prevent the erroneous taxes. But, who knows whether that is even legal.

<http://www.newsmax.com/insidecover/mileagechip/2009/02/17182493.html>

Massachusetts has reacted to privacy concerns by saying they "... wouldn't track people in real time". Oh... you mean they would only track them a little bit later!?

Of course this will cause people to drive longer routes which leave the state asap to avoid the tax. Interesting since Mass. also plans to raise the gas tax. So, people outside Massachusetts are also devising routes which minimize the need to buy gas in Massachusetts, and to avoid the "border tolls" which Mass plans to enact.

Dear Editor,

I recently attended the 50th Anniversary Celebration of the Northeast Region. It was an evening to remember. The food was fabulous, the décor was elegant, and it was a great venue to meet new friends and reconnect with old ones. Derek Daly, the guest speaker, was both entertaining and provocative as he drew parallels between the racing world and sound business practices. The evening went off without a hitch, largely due to the many volunteers who carefully and thoughtfully planned the celebration. Thank you to the planning committee, led by Michelle Wang. I encourage all the members who did not attend this celebration to stay tuned for the many 50th Celebration events planned throughout the year—they are sure to be loads of fun.

Sincerely,
Dot Bergen

one of his video games as he did driving that 914. The car really seemed to like him.

When we got home Rob was quick to walk up to the car to ask how he'd done. I told him that he drove it like a pro as Rob explained that it was his first run on the interstate. Thanks, Rob, it was a good thing that the bar was open when we got home.

After a taste of how these old cars went when put together we had lots of help the next day when we tackled the 356. Even Louie, the younger brother, and Rob's wife, Marie, got into the act.

I cleaned up the seat rails with a wire wheel and some rattle can paint and after a couple of tries the correct seats were sliding back and forth like new. Marc set to work cleaning the rims of red overspray. I assisted by watching him over my shoulder and giving instructions. He loosened all the lug nuts as I instructed before jacking up the car. With the rear up on jack stands he took off the right rear tire. When I looked back he was taking off the right front tire too, but it wasn't up off the ground — oops. There was still one lug nut on when I caught the error. No harm, no foul. Marc said I told him to jack up the car and take off the right side wheels. That's what he was doing. I really shouldn't make any assumptions of knowledge when working with someone new to the hobby.

With the rear wheels off and some time spent with steel wool the drums looked great in no time. The best part about cleaning old cars is the immediate results. Fifteen minutes of elbow grease and old parts look like new. It wasn't a video game but it definitely held the younger generations' attention for the rest of the afternoon.

Meanwhile, Rob and I were busy trying to find out why the engine was running poorly. With only four cylinders and two carburetors there really isn't much to check. The car had gas, there was spark at the points, but when Rob had driven the car around the neighborhood he said that it felt like it was running on only three cylinders. With the engine running I pulled the spark plug wire off cylinder number 2 (easiest one to reach) and nothing changed. That told me that cylinder number 2 was not firing. I reached down and felt the exhaust pipe, it was cold. We shut the engine off and pulled out the spark plug. It was covered with gas so fuel wasn't the problem, if anything it was getting too much fuel. I hooked the wire to the plug and held it against the engine case and had Rob crank the engine over. Plenty of spark appeared on the plug, so I had spark and fuel but no combustion. It was time for dinner so we went inside to discuss all the things that could be wrong with the 50-year-old engine.

No combustion could be due to lack of compression, so the valves were suspect. If cylinder number 2 was flooding since there was one carburetor for both cylinders on that side, cylinder number one should be flooding too, but I had stopped looking when I found the first dead cylinder. Broken rings and stuck floats were also discussed.

The next day I removed the valve cover to check valve clearances while the engine was still cold. They were just fine. The engine fired up easily but again ran poorly. It only took a minute to discover that neither cylinder on the right side was firing. That definitely pointed to a carb problem. Rob was surprised to find that he had driven the car around the neigh-

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borhood on only two cylinders. Amazing little cars, these 356s.

Thinking it might be just a stuck float, I removed the top of the carb and peered down inside. The entire float chamber was filled with what looked like dried cottage cheese. What a mess. The dried goo was keeping the float from rising, which was causing gas to flood the float bowl and spill into the combustion chambers, keeping them from firing properly. Four bolts freed the carb and the task of cleaning out the junk began. An Exacto knife, a used toothbrush, a small wire wheel and lots of rags were all used to remove the pieces from the float bowl and all the jets. Since we didn't have a gasket kit I sent Rob over to FLAPS (friendly local auto parts store) to get a roll of gasket material. He made a new top gasket using the old one as a pattern, along with a pen, a hand drill and a pair of scissors, and was amazed when it worked perfectly. The old ways are the best ways, especially when you don't have a choice.

Rob suggested that we pull the top off the other carb to check it, good advice. Since it was working fine I really didn't want to look, invoking that saying about, "if it ain't broke," etc., but it was the right thing to do. The top came off easily and the inside was clean as new. Now figure that out. Had the previous owner

cleaned just one? Replaced one? What? Guess we really didn't need to know as long as it worked.

The only other problem was that we ran it out of gas while we were doing all this carb work and that took a few minutes to figure out. Okay, more than a few minutes. Don't ask.

A test drive around the block with Marc the new driver and resident wheel cleaner made the weekend a success — eBay, here we come. That and the fact that I was the fastest autocross driver in the silver 914 and won the class in the owner's car. You just have to keep those kids in their place. KTF

Mnotes- continued from page

past presidents and members in attendance.

Finally, it was determined that the next meeting date will be Thursday, March 12th at 6:30 pm. Having no additional business to discuss, this meeting was adjourned at 8:19 pm.

Respectfully submitted,
Jill Maserian

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nicely with the start of another baseball season. When April comes around my morale definitely improves; the snow goes away, plants start to grow, we open our swimming pool and, best of all, Porsches come out to play.

Finally, I'm still waiting to hear from talented region members interested in taking over the editing and publishing of the *NOR'EASTER* starting with the January, 2010 issue. As I've mentioned before, I'll certainly help with the training and transition. After 25 years as an editor, I think I want the opportunity to retire!

Flat Sixer - continued from page 4

instructors who attended the event. If you are a student, and your instructor has you jump out of the car to do some warm up cross crawls, trust him and just do it!

The next event I had the pleasure of attending along with my wife was the Northeast's 50th Anniversary Gala. This was a sold-out event with over 150 people in attendance. The committee had to actually close down their registration window due to the over-subscribing. The venue for the event was the Burlington Marriott, and the guest speaker was Derek Daly.

Derek is a former Formula One and Indy Car driver who recently published a book titled, "Race to Win." Since I was going to be introducing him, and he would be sitting at the same table as Dot and me, I quickly ordered a copy of his book so I could read it and have it on hand to be signed. Also sitting at our table for the evening were Michelle Wang, Botho von Bose (our Zone 1 Representative to national), and Vu Nguyen (the Executive Director from national).

The Gala, in my mind, was a huge success. The cocktail hour flew by while I was mingling, and I did not have a chance to say hello to everyone before we were called into the main room for dinner. The meal itself was delicious and our table spent a good portion of our conversation centered on the topic of kids. It was interesting to hear about Derek's son Conor and his ensuing career in motor-sport. Of course, being the proud parents we are, Dot and I mentioned our boys and their antics in F1 karts. Of

course there isn't any real comparison, but it was fun sharing stories nonetheless.

After dinner I introduced Derek to the crowd and he gave a great presentation. Even after having read his book I still found his stories to be both entertaining and informative. Derek kept the crowd entertained for almost the entire rest of the evening, then took questions and signed copies of his book. When all was said and done, the evening pretty much finished without anyone really dancing.

The last thing for this month's column has to do with my infamous green Targa. With the warm weather we have been having and with the snow all but gone, I took the chance of bringing it out of hibernation. My oldest, Dylan, gladly joined me in a drive around town. He and I ventured out to Route 1 so that I could show him the new Ferrari dealership. He and I had previously stopped at the old dealership in Foxboro, not to look at Ferraris mind you, but to look at some of the used Porsches they had for sale on their lot.

Please don't get me wrong; it is not that I don't like Ferraris. It is just that, if I had to buy an exotic sports car, I am more inclined to buy a Porsche. Yes, you can claim that most Porsches aren't really exotic, but for me they are as close to exotic as I dare get. Anyway, the new Ferrari dealership looks much nicer than the Dodge dealer that was there before and they even had a Lamborghini parked in front, which thrilled Dylan to no end.

We didn't stop in, just drove by twice, once heading north and the other heading south. All in all it was a great day to

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get the car out and stretch its legs. I am so looking forward to spring.
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!

Around The Cones - continued from page 7

their SUV in Alabama. BMW builds Z4s, X3s and X5s in South Carolina. VW is also scheduled to return to the U.S. in the near future. Virtually all these transplants are non-union factories located in most cases in the South and Kentucky/ Ohio/Tennessee regions. When Honda first appeared in Marysville, Ohio, pundits quipped that they would have the same poor quality products as the American manufacturers, but good management (in many cases by former 'Big Three' people) and a positive team approach has resulted in vehicles that are in many cases better than those built in the homeland.

Interestingly enough, although Porsche has not decided on production in the U.S., they sought out Toyota's advice in designing the production process for the then-new Boxster and 996 in the late '90s.

Double Clutching - continued from page 9

being there driving your Porsche, experiencing that adrenaline rush as you come to the start line, and completing your fastest time of the day will bring smiles to your face and playbacks for days of how much fun you had.

But for all I just mentioned of the fun, the learning and the experience, it still is not the best part of autocrossing. The best part is the people. It's the opportunity to be around people who like and appreciate the same marque that you do. To talk Porsches, to talk driving, to talk parts and accessories that might help you to gain some real or imagined little edge. It's the camaraderie; it's going to O'Hanlons for a beer and food afterwards. It's the joy of seeing the same people event after event show up and the friendships you will acquire. It's the new people who come who are at their first autocross and the sound of excitement in their voices after they have made their first few runs and then getting to see them again at the next event. Don't miss this opportunity; be there April 5th and see what it is all about.



Ed & Nancy Broadhead, Chrissie Leeds, Jay & Carol Barry, Sue Meyer



Dave & Edith Maynard, Jim Colligan

provided by Derek. He was presented with a framed fine art print of a 1974 Carrera RSR Turbo 2.1 by Susana Weber, as a "Thank You" from the Region.

Long after the cocktails and dinner and speeches

and entertainment, the dance floor was open to those light on their feet and romantic at heart. But, the memories and catching up with old friends lingered on long afterwards. It was the true reason for the celebration of the past 50 years and the toast to the next 50!

continued on page 42

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inclined to get personable and ask where he was located. In short, he was totally intractable and un-yielding following his scripts to the letter. When I requested being bumped up to a supervisor – learning that the ‘customer retention specialists’ (yes they used to have that group) were no longer around, or so he told me, that supervisor was even worse. I finally told him that I would not talk with him any longer and was going to hang up, which I did.

I immediately called the 800 number again, to speak with a different CSR. “AMAZING” It was the difference between night and day, a Porsche and a Yugo, and she even commented that she noted I had just been on the line with another CSR. I have no idea in how much detail the prior conversation was recorded in my file and did not plan to ask. But this woman bent over backwards (get your dirty mind straightened out) in helping me out, making everything work to my advantage, resetting the details in my account so the web site would work for me as I needed, and gave me her personal extension to call when the next bill comes out so any incorrect charges can be straightened out. I ordered the new phone (Joyce hopes it’s the final phone) on line last night at 9:00 and will have it delivered tomorrow.

The Washington Post has a yearly contest, in which readers are asked to supply alternate meanings for common words.

1. Coffee , n. The person upon whom one coughs.
2. Flabbergasted, adj. Appalled by discovering how much weight one has gained.
3. Abdicate, v. To give up all hope of ever having a flat stomach.
4. Esplanade, v. To attempt an explanation while drunk.
5. Willy-nilly, adj. Impotent.
6. Negligent, adj. Absentmindedly answering the door when wearing only a nightgown.
7. Lymph, v. To walk with a lisp.
8. Gargoyle, n. Olive-flavored mouthwash.
9. Balderdash , n. A rapidly receding hairline.
10. Rectitude , n. The formal, dignified bearing adopted by proctologists.
11. Pokemon, n.. A Rastafarian proctologist.

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SNOW TIRES/WHEELS: 8X18 and 11X18 996 Factory Turbo look II solid spoke wheels with 235/40 18 and 295/35 18 Pirelli 240 Snow Sport with TPMS (4000 miles on tires). Paid \$2600, will take \$1000 Firm. Michael Volchok, 508-882-3693 michael@blessedherbs.com

HELMET: ARAI GP-5/W SNELL SA2005 Wide Eyeport-Xlarge – Black Frost. Used twice this season. Paid \$850, will take \$425 Firm. Michael Volchok 508-882-3693 michael@blessedherbs.com

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Misc: Southport tire/toolbox trailer, like new. \$650; Four Khumo Victorace V 700 tires mounted on rugged rims w/good tread, frts 225/50 ZR16, rears 245/45 Zr16. Asking \$640; Kingdragon neck support \$29, Craftsman 5-gal compressed air tank \$20. Jack Saunders (603)536-4275 or email saundoj@suchmail.com

'87 944 For parts or restoration: White/burgundy; good engine, transmission and suspension. Good interior and body except for dent in left front fender. 120k miles. Needs a clutch. For info call Skipper (781)642-7766 days.

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50th Dinner - continued from page 39

A special thanks to the 50th Anniversary Dinner Committee members, Michelle Wang, Chair, Betty Mae Mosley, Karen Cotte, Christine Crosby and Darice Wareham. "Cookie Committee" included Michelle Wang, Joyce Brinton, Karen Cohen and Susana Weber. And additional thanks to the evenings sponsors, Porsche of Burlington, European Performance Engineering, Kevin Taback of Boston Paint Shield, and Zone One... all of whom provided gift certificates for the evening won by grateful members. Thank you all!

One Track Mind- continued from page 10

local airports). My guess is he'd be one helluva Porsche driver. Luckily, I don't have any money with Madoff (and I hope none of you do, either) and the IRS won't be calling because I, like you, painfully pay my taxes every year. Best of all, we've got April's Ramble coming up, signifying the beginning of Porsche driving season. I guess this hasn't been such a bad month after all.

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