



Porsche Fest 2009

On the Lawn of The Elms in Newport, Rhode Island



THE NOR'EASTER

NOVEMBER 2009 NOVEMBER 2009 NOVEMBER 2009 NOVEMBER 2009 NOVEMBER 2009 NOVEMBER 2009 NOVEMBER 2009

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Cover Photo
Dave Weber captures the scene on the lawn of the Elms at the 2009 PorscheFest Concours... all the way to the Newport harbor... from the roof of the mansion.

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Out In The Passing Lane

Dave Weber



So, once again, my plea for someone in the region to step forward and volunteer to take over the role of editor for the *NOR'EASTER* has gone unanswered. I really do believe there is someone in the region fully capable of replacing me in this role. You don't have to do things the same way I've been doing the editing — I certainly don't have a lock on good ideas for this publication. I'll be more than willing to work with a volunteer who has a basic understanding of publishing and photo editing software to get them up to speed. Trust me, serving as the region's magazine editor is a wonderful way to maximize your enjoyment in the club. Yes, it takes some time each month to pull things together, but you'll find lots of cooperation to be available from the publication's contributors. So please someone — stop debating your level of interest — give me a call ASAP and we'll get started with your training. :)

The region's 50th Anniversary PorscheFest Concours, held in late September on the well-

Trust me, serving as the region's magazine editor is a wonderful way to maximize your enjoyment of the club.

manicured grounds of The Elms in Newport, RI, was a spectacular event. It was by far the largest gathering of region members and their Porsches in the club's history. The weather was perfect, the setting spectacular, and the display of Porsches quite impressive. Few concours in the country feature as many 356s, 928s, 914s, and certainly 911s from all vintages. I kept myself quite busy throughout the day, first taking a number of photographs from various vantage points, and then tabulating score sheets for the three categories of competition. A lot of region members helped out in various capacities, but Michelle Wang and the 50th Anniversary committee, along with Steve Ross and Kim Saal, deserve special recognition for their hugely well-done efforts. It's a challenge to pull off an event of this type when you have no idea how many entrants or spectators will actually be showing up on the day of the event.

On the car front I've been fortunate to take delivery on a new Audi A6, replacing my three-year-old company car A6. The new car is more

refined than my previous A6 with still more features, to which I've already grown attached. I know some of you will remember a column I wrote several years ago, questioning the need for so many "gadgets." I'll confess now that I've completely reversed my opinion of said gadgets. Yes, I do need that 3D map display on the navigation system. And yes the backup camera is useful, but I doubt very much that I'll ever back into something I should have seen (at least I hope that's the case:)). The supercharged 300hp engine is sweet; it so improves my ability to get to work on time. Of course, having an iPod hookup is essential, as is a subscription to Sirius radio. I can also speak commands to the car's gadgets, although I've yet to use that feature. And I really can't imagine how I ever got along without a push-to-start button in lieu of turning the key.

Last night we were in Boston to attend a performance of the BSO at Symphony Hall. The concert itself was just okay as if featured a couple of very modern classical pieces, which almost

always fail to appeal to me. I much prefer works of earlier composers, particularly 'noisy' symphonies. Our trip home, however, turned out to be almost comedic. We took our normal route downtown to Storrow Drive, only to find that the entrance ramp was closed. We followed the detour

that wound around the Public Gardens and then "Cheers," only to discover that the subsequent entrance ramp at the Arthur Fiedler Bridge was closed. We continued on Beacon Street westbound all the way down to almost the Fenway Park area, where we again encountered a closed entrance ramp. I guess I was a slow learner because it was at that point that I realized that Storrow Drive in both directions was closed. Why? I'm not sure if it was construction, or possibly at the behest of the film crews that we subsequently noted were parked on Boylston Street.

We then did what I should have done from the start. We continued eastbound on Boylston, crossed Tremont, and continued east to pick up the Central Artery/I-93 northbound. I blasted impatiently down the entrance ramp only to step on the brakes in the tunnel. Traffic from all lanes in the tunnel was being funneled down to one lane headed toward the Zakim Bridge. More delays ensued, of course, as we approached

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Flat Sixer

John Bergen



The countdown has begun. With seemingly no one willing, or able, to step forward as editor of the *NOR'EASTER*, this will be one of my last few columns. I would have done the job, but with my current situation (i.e. being unemployed), and the likelihood that my next position will be in New York City (gasp!), there is no way I could manage it. Now, if I were able to find a job in Boston then that would be a different story.

Oh well, I digress as usual. I am sitting here penning this month's column as I watch snow fly outside. I can't believe that it is snowing, and sticking, in mid-October. I have to say that I am not looking forward to winter this year. I just can't seem to get myself psyched for having to deal with the next four or five months without driving my Porsches. At least I will have some excellent memories of the past six months of driving to look back on, and to keep my hopes up for another great season next year.

So, without further ado, let's get to the main body of the story, which of course is about

I just can't get myself psyched for having to deal with the next four or five months without driving my Porsche.

Porsches. This month I am writing about NER's one-day event at New Hampshire, the two-day North Country/Connecticut Valley event at Lime Rock Park, and the all important 50th Anniversary Concours d'Elegance at The Elms in Newport, RI.

Since the NHMS event was only a single day, I made the decision to drive up the morning of the event. I was also bringing along a passenger who had heard some of my stories about Driver Education, but had never seen one first hand. My brother-in-law, Donald Medeiros would be my pit crew for this event. Donald lives in Little Compton, and is a surveyor by training, and for the Little Compton readers he is not to be confused with my wife's cousin Donnie Medeiros who runs East Repair. He has been for a ride in the Green Machine but he has never seen cars driven at speed on a track.

Both Donald and I were looking forward to a great time at the track. The only hard part would be getting up at 4:00 am to leave the house by 5:15, but it would be worth it. We arrived at the

track, signed in, and unloaded the car and truck without any issues. I took the car through the tech inspection line and everything was ready.

Donald had been taking in all of the sights and sounds, and to show you how small a world we live in, he ran into a former college friend — Judy LaRocca. They shared some laughs about the good old times and did a quick catch up of the last 20 years or so. Donald also brought along his camera so that he could capture some of the highlights to share with his family. I was glad to see that he was having fun and the driving hadn't even begun yet.

This event was my first at NHMS in Black, so I was a bit keyed up. To make things even more interesting, Black and Red were running together so there would be plenty of fast drivers and cars out there. One of those Red guys was Penn Young, who would be driving his 911 today. He informed me that he was looking forward to running with me — no pressure! As usual, I would be taking the first few laps easy to heat everything up.

Things started out great. I was driving well and building up my speed. Then on the 4th or 5th lap I experienced a flat tire in turn three. Déjà vu — it was my left rear tire. Luckily I was able to control the car and limp off the track onto an access

road where I could sit and wait for my session to end. Unfortunately, the sessions were long today, 35 minutes, so I spent the next 20 minutes sitting there watching the other cars race by me.

Once the session ended I headed back into the pits, where upon taking the tire off the car I found a good size hole in it. I must have run over a screw or a nail somewhere before heading out for the first run, so my Hoosiers were now toast. But before I could worry about what I was going to do I had to run, literally, to my work assignment. As Captain of the Morning Crew I had to set a good example and be on time.

Once my work session had ended I ran back to my garage and with Donald's help began switching my wheels so that I could make it out in the second session. What a bummer, going from nice sticky Hoosiers to semi-sticky street tires that have seen a lot of action. To make things even more interesting, I would be heading out with cold tires where as the rest of the group would

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Four Speeds & Drum Brakes

Tom Tate



I've been to a few East Coast Holidays over the years, but never one on the West Coast. They are like PCA Parades, but for just 356s. We even had one at Jimminy Peak in the Berkshires back in the '70s. This year the club picked Sedona, AZ just north of Phoenix. Since my son, Rob, and his family are in Goodyear, AZ, just outside Phoenix, it seemed like a great time to visit a West Coast Holiday. I would also get some credit for visiting the grandchildren since they added another boy to the family (now up to four) and named him after me just this summer.

You tend to feel like a poor relative if you show up without a car so I looked around during the summer for a good driver that we could sell later. I came across a '65 356C in San Francisco that, while not the correct color, was a good solid runner and had the correct engine in it. I was also attracted to an aftermarket steering wheel that was in the car. I have bought cars for a lot of reasons and some are related to what's included in the deal. I bought one once just to get the chrome

When I arrived a day before the Holiday event we discovered that there was a carburetor gas leak that needed to be resolved.

luggage rack that was on it. The car's gone but I still have the rack.

This car had a Les Leston wood steering wheel on it and I had just sold one of those for a bundle, so I figured that at the very least I could replace it with a stock one (I had three in the garage), sell the wheel and lower my cost by a couple of grand. Les Leston was a Brit back in that day who made accessories for sports cars, and many of his parts have become very coveted by collectors. While most were made for British cars, there are a few items that fit our tubs.

The car was shipped to Rob and he set about with his boys cleaning and polishing and fixing a few items. The taillights had been installed upside-down and needed to be swapped from one side to the other. He gave the kids Porsche rides around the neighborhood and proclaimed the car fit for travel.

When I arrived a day before the Holiday event we discovered that there was a carburetor gas leak that needed to be resolved before the

two-hour ride up to Sedona. How long could that take? I looked into the problem to discover that the cover plate for the jets was leaking and I figured that it needed a new rubber gasket. While I didn't have a rebuild kit with me, I had been down that road before. The gasket needed is actually like a large O-ring and most well equipped hardware stores have a great selection. And they're cheap. I decided to solve that problem the next day, so I shut off the gas and went inside to be treated to salmon on the grill.

Somewhere around 4:00 am I was awakened by the strong smell of gasoline. The room that I was in (Rob says my name is on the door) was alongside the patio where the 356 was parked and I had left the window open. When I looked out I could see a large stain coming out from under the car that wasn't there when I went to bed. I closed the window and ran outside in my pajamas to take a look. As best I can figure, when I moved the gas shut off valve, which probably hadn't been moved in years, I put just enough force on it to cause a leak. Not a big leak but after eight hours it looked like submarine went down on the spot. I turned the valve back to the on position and the dripping stopped. I figured that as long as I didn't touch it the problem wouldn't reappear, and I was

correct.

When the sun finally came up (10:00 am Boston time), I was off to the local Ace Hardware store for parts. It took me a while to find the store and then a while to get the right size O-ring, but I was at the cash register in short order. It was while standing in line looking at the cover plate, making sure that the O-ring would fit, that I spotted a crack in the plate itself. These parts are castings and when subjected to too much force will crack, not bend. Someone had bolted the cover plate down too tight and cracked it. No gasket was going to solve my problem.

Back to the house and on the phone to find a carburetor part for a 44-year-old car. Rob knew a shop that worked on old Porsches might be able to help. I called and sure enough, he had a couple of Zenith carbs and the cover plates were in good shape. Lunch would have to wait as we made a 40-minute run over to get the part. We were so

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Around The Cones

Steve Ross



We deserved a great weather day for our 50th Anniversary concours, especially after our first-ever cancellation of the event last year due to an impending hurricane. And what a great day it was — see the accompanying story/stories and fabulous pictures in this issue, plus the priceless picture in last month's *Nor'easter* showing ALL the participants from the roof of The Elms. We had nearly 150 entrants plus rows of spectators with their Porsches blanketing the impeccably groomed grounds of the 18th-century mansion. A constant stream of Porsches continued at registration for almost two hours as the faithful gathered for what may be the largest judged group in PCA history. As concours chairman (my other hat in the Northeast Region), I wish to use this forum to thank some of the many volunteers who made this not only a large but also a smoothly run concours. Without their dedication and tireless help, the event would never have been as successful. As an added bonus, look for an article in Panorama penned by Tom Tate in a few months.

I have not personally had to visit one of these new offices yet, as my license is still good for a few more years.

For a change this month, instead of my usual nostalgic ramblings, I would like to speak about a current event and an institution with which we have all had dealings, but unfortunately bad ones in the majority of cases.

This institution is the RMV (Registry of Motor Vehicles, for those who do not recognize the initials), not well loved and, not surprisingly, not much different from one state to another. Think about a pleasant experience at the RMV — tough huh? From the seedy environment to the callous workers, to the always endless waiting, it is one of the least favorite destinations for anyone, and one that most of us try to avoid at all costs. As if the RMV was not bad enough, the recent economic turmoil has lowered revenues for the Commonwealth and, of course, the Registry is one of the unlucky departments seeing funding cuts. Not that they were ever overstaffed by any stretch of imagination, but it's probably due to their place in the political pecking order of government. One result is the closing of a number of

the branches and, in a couple of cases, relocating them on the Mass. Turnpike — a 'brilliant' move to make them more accessible to the populace. In addition, they are only renewal locations, so you still need to seek out a full-service branch (now *that's* an oxymoron) within a day's drive of your home or work. The avowed reasoning is that the state cannot afford the rent in commercial properties so they go to the state-owned ones, even if accessibility is poor.

I have not personally had to visit one of these new offices yet, as my license is still good for a few more years and my insurance company can do the registration transactions on new-to-me cars that seem to flow in and out of my ownership from time to time. Fortunately for those in the Metro West area, the newly located RMW office on the Pike is at the Natick rest area right next to the Fast Lane office, and is accessible (sort of) from Rte. 27. I say "sort of" because you need to take the employee entrance from Rte. 27 through an as yet unmarked gate (gee its only been a month or so since they moved, why have signage so early?) then stop at a gate at the back of the rest area and walk to the RMW office, Fortunately it is a short distance. Also, in what must be a mistake, the places open at 6:00 am on weekdays (check the website to confirm though) and you don't have to spend 10 miles going up and down the pike to get there.

Now to another brilliant change from the Registry: no notification as to when your license expires. Just think about how it would be if you were on vacation in the U.S., or worse yet overseas, and discover this when trying to rent a car, nice huh? The reasoning from the bureaucrats was that it cost more than three quarters of a million dollars a year to mail those reminders, and you know the state is short of money for anything that is not essential. Or, is it a nice ploy to enhance revenues by the police for an expired license when you are stopped for, say, an 'illegal lane change.' Well our friendly Registry has started a great idea to alleviate this problem — an e-mail reminder system that is accessible from their website, www.Mass.gov.rmv and is FREE. Well, sort of — they sell advertising to offset the costs. Now, as long as this branch of government doesn't have the same problems that the Boston Mayor's office has with e-mails, it should work right? Now remember you

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Minutes Of The Board

Jill Maserian- October 14, 2009 Board Meeting



The October NE Porsche Board meeting was hosted by Bruce Hauben and Joyce Brinton. In attendance were Karen and Bob Cohen, Steve Ross, Chris Ryan, Amy Ambrose, Michelle Wang, Matthew Wallis and Jill Maserian. Absent were Dick Anderson, John Bergen and Dave Weber.

Bruce called the meeting to order at 7:50 pm. Steve Ross led off by giving the Activities Report. "The 50th Anniversary Concours d' Elegance event at the Elms Mansion in Newport RI attracted the largest Concours crowd in recent memory". It drew an estimated 150 PCA spectators. Approximately 100 cars were in the judging. The event finished at 1:00 pm. The Elms Historic Mansion site where the event was held provided tours of the mansion to Porsche members who showed their PCA card. Final numbers were still being counted, but preliminary numbers indicate that the event was a success. It was noted that Tom Heffernan and Kim Saal were instrumental in helping to make this event one of the season's highlights.

Steve presented an update of other activities. This included a road tour through central MA; taking in the Quabin reservoir, MT. Watchusett area, and Hamilton orchards areas. For those who may have missed the tour, Steve announced that he was going to pursue organizing another road tour later this season.

Regarding Autocross - the final Autocross event of the season was on Sunday October 18th. Cuan Coulter will be taking over as Autocross committee chair for next season. Steve also shared that Ft Devens would be assigning a new contact person for next season. He would provide that information when available.

Next on the Agenda was Bruce who provided the DE update. Planning for next season's events included dates for Calabogie and Mt Tremblant in July, Calabogie in August, and several events at NHMS. The DE committee is still working with Rennsport. To help promote participation, these events will be publicized with other clubs. He reported that the wine/beer socials that followed the meets, offered an opportunity for DE'ers to recount their experiences of the day. Since this practice was so well received, these would be built into next year's events too.

Chris Ryan followed with the Administrative update. He reported that the next NER event would be held at Precision Auto Restoration in Newburyport on October 24th. The Annual Auction was scheduled for November 7th at the Lars

Anderson Museum. Tom Tate would conduct the Auction. The Annual Gala Dinner would be held at the International Country Club in Bolton Ma, on December 5th. Chris would put together ideals for a promotional email blast message, to help drive attendance. For future meetings, plans were in the works for a January and February meeting, however details were forthcoming. Chris confirmed that the tradition of holding a Newcomers meeting in April was on plan.

Bruce confirmed that the annual Ramble at the Mountain View Grand in Whitefield NH was planned for Friday, Saturday, Sunday, April 30-May 2nd 2010.

Treasurer Karen Cohen introduced the financial statements. Concours and DE activities produced stable revenues. There were still two invoices that were expected, however the overall financial projection was on track. Bob Cohen poised the idea of the Club considering the idea of supporting a favorite charity. This was taken under consideration of the Board as a good idea. It was decided that the Board would explore and revisit at a future meeting present. In the meantime, Bob volunteered to explore possible options and ideas for likely Charities for consideration of the Board. Bruce made a motion to approve the Financials. The motion was approved and the Financials were unanimously approved as presented.

Dick Anderson had circulated the membership update in advance of the meeting. The Secretary reported the numbers as follows: overall membership down a net of three people compared with last month. There were 29 new members. Three transfers in and 14 transfers out, for a total

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Happy PCA Anniversary

Fifteen Years

Emerson Tremper

Ten Years

Ken Sadowsky

Five Years

Thomas Ahern

Mac Chrupcala

Burton Osterweis

Rick Paris

Chris Rich

Double Clutching

Bob Canter



The last few days have been unseasonably warm, which has only exacerbated my sadness that winter is around the corner. Shortly it will be another three or four months before any of us will be able to be driving our Porsches again on a full-time basis. Personally, of course, this is assuming that I have figured out the electrical gremlin, which has been haunting my car for the last two months, before spring gets here. Since I have spent the last two articles going on ad-nauseam about that issue, I won't be boring you further on that topic, except to say that at the last autocross I had to drive Chris Ryan's car because I couldn't get mine started. By the way, Chris, if you happen to read this, thanks again for volunteering without hesitation to share your car with me for the last autocross.

For those of you who happened to be at our last autocross in October, you don't need me to tell how miserable the weather conditions were but, for those of you who weren't there, let me tell you that a worse day weather-wise would be

I think the general consensus was that we were all pretty nuts to have shown up to race in the first place, given the weather.

hard to find. It was raining and the temperature was hovering somewhere around the lower 40s yet, due to the persistence and determination of Ron Mann and Jon Cowen and a host of other dedicated workers, we actually had a course to run. I believe we had about 33 cars show up, and in the end we each got in just three timed runs due to the conditions, which was pretty amazing in itself. What was a bit unusual was that we were finished by 12:30 pm, which meant that by 1:00 pm we were at O'Hanlon's, in time for the luncheon specials. I think the general consensus was that we were all pretty nuts to have shown up to race in the first place, given the weather, but at the same time I think to a person we were all glad that we did. At this moment, since another season has come to an end, I would like to give special recognition to another couple of people I have gotten to know from my association with autocrossing.

Jeff Johnson is one of the combatants in my class 3R. He shows up for every event and I can't

recall a time that he doesn't have a smile on his face and a bounce to his step. This is a guy that tries to improve with every event. Even though class 3R is probably one of the most difficult in which to move up in the standings due to the level of competition — given the likes of Tom Tate, Chris Ryan, George Skaubitis and Brian Lay — he doesn't stop trying, nor does his cheerful demeanor ever change, regardless of the outcome. Well, to put to rest that old saying that "nice guys finish last" Jeff Johnson found himself sitting atop class 3R at the end of the day at autocross #5. Appropriately, he has been now been christened "Rain Man." When the weather conditions turned the rest of us into autocross neophytes, Jeff drove like a pro, leaving the rest of us in his wake (and I do mean "wake" considering the amount of water coming from the rear of our tires). I guess one measure of a person is the admiration that people are willing to exhibit at your success. When, at the end of the autocross, we all recognized that Jeff had taken 1st place, there was truly spontaneous and heartfelt excitement at his victory.

Well-deserved as it was, and believe me we all tried to beat him, we all couldn't get to him fast enough to shake his hand. I think that says a lot and, to those of us who know Jeff, you know what I mean.

George Skaubitis had the misfortune that, after running the first autocross of the season, he had to have rotator cuff surgery on his right shoulder. Throughout the summer he still showed up at most NER and NCR events, if only to act as an observer to witness his wife, Christine, race their RS America, and watch the rest of us vie for the class championship. You could see it in his face how much he missed being out there this summer, and we all missed the competition he brought to the event. One of the most frequently asked questions at each autocross was whether George was going to be healed enough to drive in the next autocross. Repeatedly the answer was no, and it was obvious that it bothered him to have to say that, yet he would tell you that the goal was to be there for the last autocross. Well, he did make it to the last autocross, and this time he had his helmet with him. We all have things we do in life that we sometimes take for granted, and maybe don't appreciate until we can't do them anymore. George, I think, had one of those moments when he could not compete with, or for that matter

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One Track Mind

Dick Anderson



NER's September 26th Concours d'Elegance held on the grounds of the stately Newport mansion, The Elms, was a rousing success. A gorgeous day, a beautiful venue and many, many impressively prepared Porsches of all vintages and categories made for a great event. For Ann and me, a tour of The Elms, a walk around Newport in the afternoon and dinner at The Spiced Pear were frosting on the cake. Next year's event is a 'must do' for us.

Ann, Sarah and I (and many other NER members, as well) participated in North Country Region's "Spring is a Long Time Coming" three-day DE event at NHMS in mid-October. In addition to being their last DE event of the year, it is also a fundraiser for the Make a Wish foundation, an organization dedicated to enriching the lives of children with life-threatening medical conditions. In addition to donating the proceeds of event T-shirt sales and "Taste of the Track Laps," many DE drivers were asked to drive a few laps around the track with a Make a Wish child as passenger dur-

I was one of the lucky drivers who were asked to do so, and my use of the word "lucky" is meant in all sincerity.

ing the noon hour. I was one of the lucky drivers who were asked to do so, and my use of the word "lucky" is meant in all sincerity. In total, four kids asked to ride in my yellow GT3, each one of them special and memorable in their own way. They all had fun, as we did four or five easy laps, but please believe when I say no one had more fun than me. I have never met more upbeat, optimistic people of any age. It was easily the highlight of my three days at NHMS. My hat (and helmet) is off to NCR, and to Steve Gratton in particular, who provided the inspiration and organization for the idea.

As if we needed a reminder that spring will be a long time coming, we ended up scraping the windshield of the F-150 on the morning of day three of the event, and that sure drove home the point. That probably was the last DE event of the year for us so it's time to start thinking about putting the cars down for their 'long winter's nap.' Annie advanced to the Blue group and is positioned to move to White early next season. This

year she had seat time not only in her beloved Turbo, with its AWD and PSM, but also in my GT3, which has neither. Feeling pretty good about her advancement she has agreed to share the GT3 with me (and Sarah), allowing us to bring only one car to the track and enabling me to return the Turbo to street service exclusively. Over the next few weeks, out will come the harness bar, the six-point harnesses, the GT3 seats and the Pagid Black brake pads. Back in will go the stock pads, the cushy heated seats and the 'alleged' rear seat. Some or all of the former items may make an appearance at NER's annual auction at Boston's Museum of Transportation on November 7th, so plan to attend if you're in the market for any of this stuff.

I'm entering my post-summer funk, but a couple of things have helped moderate it. The first was an unexpected, albeit brief; visit home by son Adam (who lives in the Seattle area) as he burned some vacation between leaving Microsoft and joining Expedia. He and wife, Kelly, are expecting our first grandchild, a girl, in mid-February.

The second is, of course, the advent of football season. Although the Pats are off to a mixed start, we have college ball on Saturday to help mitigate that, and I have faith that the Patriots will turn it around and make it to the Superbowl. If not, baseball's not far

behind.

Regular readers may recall that in my July column I wrote the following closing paragraph: "Finally, baseball season is always tense in our house. Ann was raised in the part of Connecticut that grew up worshipping the Yankees. I, on the other hand, am a dyed-in-the-wool Red Sox fan. With the Sox up eight to zip in their contests with the Yanks this year, can you imagine being in my shoes? I'm doing my best to be cautiously smug." Well, how things change! As I said in that July paragraph, "can you imagine being in my shoes today?"

In closing, remember to support the MSPCA and to watch Sarah on New England Cable News (NECN) the third Friday of every month at 7:40 am with her Adopt-A-Pet segment, where she introduces a new dog or cat looking for a good home.

Upshifting

Bruce Hauben



Things are looking more and more like we may be getting down to our last few issues of the *NOR'EASTER* as we know it; as we've come to enjoy them and look forward to receiving them every month. Everyone has their own favorite columnist and favorite area of the magazine. One thing we all have in common is using the *NOR'EASTER* to find out what's happening within the region and planning our Porsche time around those events.

While plans remain fluid, the most current thought is that there will be a single major issue in the late winter, early spring; with a monthly single or double page of current happenings mailed to subscribers (subscriptions will be at reduced rates). With that general concept in mind, we're all going to have to rely on NER's website – www.porschenet.com – and email blasts to keep us informed of what's going on.

Email blasts clearly being the passive way to stay informed (not everything will be blasted to you) it becomes more important than ever

One thing we all have in common is using the *NOR'EASTER* to find out what's happening within the region.

to keep your email address current with www.pca.org. Our region's email blast list is garnered directly from national's list. Simply log onto pca.org; establish a user name and password if you haven't already done so, and update your Member Record at <https://www.pca.org/Membership/MemberServices/MemberRecord.aspx>. While you're there take a few minutes and explore the new website. I've had many complaints with it, acknowledged by national, and it is in the process of being re-worked and updated.

It's not too early to put three DE event dates on your calendar for 2010, put these dates on right now as you're reading this and you won't forget. Calabogie, west of Ottawa will be Thursday through Saturday, July 8th – 10th, 2010. This was done intentionally to allow Sunday, the 11th for a travel day, though the trip is only 3-4 hours.

Le Circuit Mont Tremblant (better known as LCMT), north of Montreal will be Monday through Wednesday, July 12th-14th, 2010. We've gotten our calendars synched and this event falls during the

free Blues Festival through out the village. So, if you haven't already tried out Calabogie, which everyone who's been there loves – just ask anyone, start at the Calabogie track, take Sunday morning to get from there to LCMT and enjoy the music Sunday afternoon and evening and throughout the rest of our track event.

Mt. Tremblant is a fantastic family vacation venue with plenty to keep the non-driving folks occupied or just lounging at one of the pools or lakeside. Watch the web site for hotel deals that are yet to be worked out.

That's two events, and then we're back to Watkins Glen (WGI) for our 3 day weekend at the end of August; Friday through Sunday, August 27th-29th, 2010. This years event, as the previous two mentioned above where huge successes this year and promise to be even better next year.

Our wine and beer socials during multi day events were so well received that they'll become a staple of our DE. WGI's new lunch buffet in the Timing and Scoring building was a big hit and will probably be continued as part of the event with other lunches there on your own.

Rest easy, I've not forgotten NHMS, it's just that the dates have not been tied down yet, except for one. Our annual Novice Day, with special emphasis on drivers new to track driving will be Friday, May 7th, 2010 followed by NCR's 2 days at NHMS Saturday and Sunday, the 8th and 9th.

Which reminds me that the annual Ground School at HMS in Peabody is already set for February 21st, 2010 and details may be found in elsewhere in this issue? This is a great opportunity for those who've been thinking about trying out a DE event with their Porsche to learn what it's all about. You're not going to learn how to drive a race track during this classroom session but will find out what it's all about with plenty of time to ask all your questions.

And that brings us to the annual Spring Ramble. Joyce and I are simultaneously scouting venues for 2011 and working on the details of our 2010 Ramble to the Mountain View Grand in Whitefield, NH. Please look elsewhere in this issue for preliminary information on that event.

Hope to see you all at our Annual Dinner, this year at the International Golf Club in Bolton, MA.

continued on page 33

Calendar At A Glance

November

7 NER's Annual Auction
@Larz Anderson

December

5 Annual Dinner

January -2010

9 NER Tours Paul Russell

February

21 NER DE Ground School
27 Zone 1 Tech Tactics

March

April

30 NER New England Ramble

May

1-2 NER New England Ramble
7 NER Nivice Day @NHMS
15-16 Zone 1 Concours & Rally
28-30 Zone 1 Club Race
@ Watkins Glen

June

18-20 Zone 1 48 Hours Of
Watkins Glen Driver
Education

July

8-10 NER DE @ Calabogie
12-14 NER DE @ LCMT

August

27-29 NER DE @ Watkins Glen

September

October

November

December

Annual Clean Out Your Garage Time NER's Annual Auction Is Back Saturday, November 7th - 11:30 AM - 2:00 PM

The Northeast Region has a long history of auctions that go back to the '70's. Long before Ebay, parts and pieces were being passed between members at yard sale prices. The auctions have been held in warehouses, parking lots, restaurants and the Boston Museum of Transportation. At last year's auction veteran auction attendees noted that this particular event had attracted an even greater amount of high quality automotive merchandise than in the past, including parts, tools, accessories, posters, and models. Not a single pair of slippers or kitchen gadget was seen.

This year's auction will be held at the Larz Anderson Museum of Transportation on Saturday Nov 7th. That will give everyone plenty of time to clean out the garage and put the good stuff aside for the auction. No buyers fee, no sellers fee, and free food besides. That's a deal that even Barrett Jackson can't match.

We can auction anything that you can carry in as long as it's reasonably clean. So you can change out of your Saturday morning chore clothes for the event and won't have to get dirty. It would be helpful if you put your name on your items so that we can get the cash to you faster.

The doors will open at 11:30am with a luncheon buffet available at 12:00pm. We'll start the bidding soon after that, but give you time to eat so that you won't have to worry about jumping up with a plate full of food in your lap. And you will be jumping up as the bidding gets going. Many of these items find their way to Ebay for a sizable profit the week after the event. That also means that if you want to eat you'd better be on time. Side deals have been known to be done before the bidding starts so gauge your arrival accordingly.

Anything automotive qualifies and we will accept the occasional kitchen appliance. Bring what you've got. As long as it's not on the way to the dump we'll put it up to bidders. Our auctioneer, Tom Tate, seems to have the ability to put a value on anything. So bring stuff, see friends, have a bite and go home with cash. We'd like to have a headcount for food purposes, so please let us know if you'll be attending and how many will be in your party.

Name (s): _____ Phone: _____

Address: _____ City / State / Zip _____

email: _____

Pre-register for this event by October 20th th via mail or email

Chris Ryan, 28 Myrick Lane, Havard, MA 01451; or email at: ryan28@charter .net

Directions:

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

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

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

continued on page 34

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The Art of Fine Automotive Craftsmanship - NER Tours Paul Russell & Co. Saturday, January 9th Starting @ 10:00 AM

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

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

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

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

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

Directions:

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

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

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

Registration Request:

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

Address: _____ City / State / Zip: _____

Phone: _____ email: _____

Please pre-register for this event by Friday, December 11th ; email Chris Ryan at ryan28@charter.net or mail this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451

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Thrill Rides 2010 - NER's Driver Education Ground School Returns Sunday, February 21st - Starting @ 10:00 AM, Hosted By HMS

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

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

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

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

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

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

Who should attend?

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

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



"Prior to attending last years ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"
Sarah Anderson 2006 Attendee

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

Name (s) _____

Address: _____ City / State / Zip _____

Phone: _____ Email: _____

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

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



While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside April 30-May 2, 2010 and make plans to join our 2010 Ramble to The Mountain View Grand (MVG) in Whitefield, NH. We always welcome you in whatever you chose to drive on the Ramble even if it's not a Porsche. NER's annual ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 140+ Porsches driving the back roads of NH the way our cars were engineered to be enjoyed... and you don't have to give up sex and food. Well... I'll take care of the former, but you're on your own for the latter.

You'll have the option of arriving at the MVG anytime on Friday (at a low negotiated rate, separate from the rest of the Ramble) to enjoy the activities available in and around resort. Note that, for the past several years, 99% of you have arrived on Friday to begin your partying. In fact, I've gotten our rates beginning on Thursday and extending through Sunday. Check things out at www.mountainviewgrand.com.

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

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

See you on the back roads, Your Ramblemeister Bruce

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2009 Annual Dinner

It's time to mark your calendars for the Northeast Region's premier social event, the 2009 Annual Dinner Gala... this year wrapping up our year long celebration of the Region's 50th Anniversary! We'll be gathering at 'The International' in Bolton, MA. Break out those tuxedos and evening dresses, practice your dance steps and think about an elegant evening of fun, food, awards, door prizes, dancing, socializing and reminiscing about all the Porsche Club events and everything else that's happened in 2009.

The cocktail hour is extended so you can spend more time socializing before sitting down to dinner. The evening will begin at 6:30 PM with cocktails and Hors D'Oeuvres and plenty of catching up time with friends. The acclaimed staff at The International will be preparing a delicious meal for our enjoyment including beef, chicken and fish selections. Make your choices when you register for the event. Old friend Vic Paul and his trio will provide musical entertainment and is always happy to take requests. After dinner and awards, there will be dancing and more socializing until 11:00 PM. The International also has reserved a block of rooms for NER guests wishing to stay over night for a special rate of \$99. Please contact The International at 978.779.6919 to inquire about room availability.

\$60.00 per person

Through November 20th.
Price after the 20th is \$70 per person.

*Holiday dinner menus are still being planned and more specific descriptions will be announced as we have them.
All dinners include bread, soup, salad and dessert followed by coffee and tea .*

Directions: From Boston, take Mass Pike to 495 North... from Manchester and points North, take Interstate 93 to 495 South... from Providence and points South, take Interstate 95 to 495 North... THEN...

Exit 495 at Exit 27 to Route 117 West and travel 1.7 miles. Left onto Wilder Road for approximately one half mile and bear left at the fork. Follow the red and white "The International" signs one half mile to entrance on right on Ballville Road.



Join your friends for the best blow out dinner dance of our whole 50th Anniversary year. Don't miss it!



Gala



THE INTERNATIONAL

Bolton, MA

December 5th, 2009

6:30 Cocktails & Hors d'oeuvres

8:00 - 11:00 Dinner, Dancing

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www.theinternational.com



Tickets are **\$60.00** per person if payment is received by **November 20th** and \$70.00 thereafter.
Register and send payment using the form below. Questions? Contact Chris Ryan at ryan28@charter.net or 978.772.9564.

Reservations

DEADLINE
NOVEMBER 20, 2009

LATE REGISTRATION
NOVEMBER 21, 2009
PRICE INCREASE

Name(s): _____

Address: _____

City / State / Zip: _____

Phone (evening): _____

E-mail address: _____

Total # of people _____ x \$60.00 per = \$ _____ TOTAL ENCLOSED (payable to NER/PCA)

Late Registration: After Nov. 20 price is \$70.00 per.

Make your check payable to NER/PCA

Mail to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451

ENTREE CHOICE:

- Beef
- Chicken
- Fillet



Fall Touring

Copy By Martha Dow, Photos By Eric Dow & Lesia Shaw

My grandson, Drew, thought Autumn would arrived with a simultaneous, giant "Fall" of leaves from all the trees. He was quite disappointed when only a few drifted down one by one. Every year there is much discussion about when and where 'peak' color occurs. My peak moment this year came at 10:00 am on Sunday, October 11th, when bright colored Porsches kept drifting into Berlin Farm and Orchards to start our Fall Tour.

"Roosters really do say 'cock-a-doodle-doo!'" exclaimed the man as he climbed out of his silver coupe and surveyed the free-range chickens, the duck pond, and the hills blazing in reds and gold and bronze. Inside there were coffee, and cider doughnuts. Outside were horses and ponies, sheep, turkeys, and a very stuck-up looking llama. White ducks were marching in single file around the pond, black ducks glided around one end and mallards settled in at the other. Birds of a feather do flock together and so do Porsche drivers at the least opportunity.



Checking in with the guard at the park



Fantastic view out of western Massachusetts



Charlie & Martha provide instructors prior to tour start



Martha surrounded by Holoween decorations



A perfect day for fall touring



Charlie and I had set up the tour with apples and ice cream in mind, as well as leaf peeping. The weather cooperated and photo ops were everywhere. The photo of Steve Ross posing among the scarecrows on display will probably not make the cover of the *NOR'EASTER*, but I will cherish it. Hamilton Orchards in New Salem was slated to become a condo development, but it has been saved to go on producing apple pies and apple-smoked pork sandwiches. We were looking forward to exploring the Antique Exchange in downtown Orange, the perfectly named fall town, but they were staging a monster Columbus Day parade and the policeman told us to get out of town. We complied, went on to the giant ice cream cones in Templeton, and rejoiced that we had not let another season of fall color pass us by. You only get so many in a lifetime, you know.

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PorscheFest 2009 - A 50th Celebration



Copy By Tom Tate , Photos By Dave Weber

Last year's event was cancelled at the last minute due to a hurricane but the region more that made up for the lost show this year. It didn't hurt that it also capped a full season of driving fun celebrating the 50th anniversary of the Northeast Region.

What looked like the largest lawn in New England was trimmed and waiting at The Elms in Newport R.I. The Elms was designed by Horace Trumbauer for the coal baron Edward Julius Berwind and was completed in 1901. No Newport mansion ever had so many beautiful Porsches displayed for all to see.

One hundred and twenty-two Porsches came under the eye of the team of judges which included PCA National Judge John Paterek. Nearly as large a show was available in the Porsche only parking as a spectacular summer day brought out the crowds.

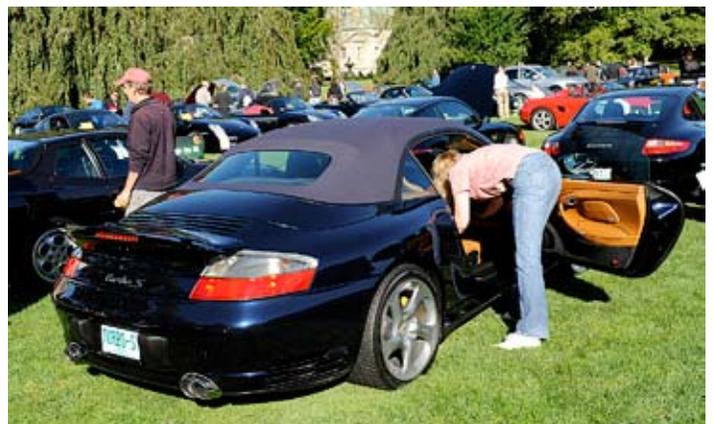
50th Anniversary Chair Michelle Wang worked the morning with Steve Ross, Concours Chair and Registrar, along with Kim Saal, Chief of Judging getting the cars signed up and onto their proper places on the lawn, with the able assistance of a large group of volunteers. It was rather like herding cats. The 911's overpowered the event with their numbers but even the 928's were well represented with twenty in attendance. A group of 912's found their way next to six 914's and the 356 Registry turned out twenty-three tubs for inspection. One of those 356's was a barn find driven to the show by new member Bob Siegel after forty-four years hidden from view. The '57 wasn't a show winner but it certainly was an inspiration to all who saw it.

Judging took the form of Full Concours, Top only, and Park 'n

Wipe. That gave everyone the opportunity to participate (and get a good parking space) without the hard work of a complete cleaning.

Top honors in Full Concours in the 356 class went to Tim Csanadi's '59 Convertible D followed by his second entry, a '63 Carrera 2. The early 911 class award went to the '86 911 of Paul and JoAnna Whooten, long time competitors. Later 911's were well represented and lead by Noah Parekh in his '04 996.

Best score of the day at 298.5 (out of a possible 300) went to Brian Laramée in his spotless '88 944 followed by Afahen Nayeri's '90 928GT with a 296.9. With these scores you would have to be a seasoned expert to be able to tell the difference.



Looking for lint in all the hidden places



Gorgeous black Carrera 4S

The Park 'n Wipe group saw the trophy go to Andy Chiras driving his GT3 in the 911 class and Darice Wareham in her Boxster in the Boxster/Cayman class. The winners in the "I don't really want to do this" class (Top Only) were Jet Set with a 911 and J D Doorakian in an RS Spyder.

Trophies were framed posters of the event announcement showing the lawn at The Elms with a reflective 911 done by



Kim Saal works with entrants to decide classes

Susana Weber. When the votes were counted, the People's Choice award went to the 911 Martini Rally Car show by Tom Gammino.

All the participants were treated to a free tour of the mansion and its extensive grounds that included the garage which housed a turntable because the head coachman became the driver but never learned to back up.

Full Concours		Entrant	Porsche	Points
Class: 356				
	1	Tim Csanadi	59 356 Conv D	291
	2	Tim Csanadi	64 911	278.5
	3	Cathy & John Favaloro	64 356SC Cab	278
	4	Tom Tate	58 356 Speedster	271.5
	5	Richard Mackoul	55 356 Speedster	271.5
Class: Later 911				
	1	Noah Parekh	04 996	287.8
	2	Anthony Bognanno	04 996	285.4
	3	Charlie Dow	05 997	274.2
	4	Mark & Susan Myette	05 997	265.8
Class: Early 911 & 914				
	1	Paul & Joanna Whoten	86 911	295.9
	2	Guy & Christine Crosby	71 911T	279.5
	3	Kathy & Don Plant	75 914	278.5
Class: Other				
	1	Brian Laramée	88 944	298.5
	2	Afshen Nayeri	90 928GT	296.9
	3	Matt Giamarco	91 911 Turbo	263.5
	4	Steve & Pamela Shakin	90 964	252



A brilliant orange early 911

This day easily exceeded everyone's expectations and the numbers of fine cars on display was at least double any previous Concours in the Region. My guess is that we'll be returning to Newport next year on the last sunny weekend in September. Here's hoping that the lawn is mowed when we get there.

continued on page 24



Rare to see so many 356s on display



914s in different colors looked artistic



People's Choice winner - Tom Gammino's 911 Martini Rally Car



Prepping prior to the start of judging



Proud owners of a gorgeous RS America



Bill Caterino's "race car" competed for People's Choice

Top Only		Entrant	Porsche	Points
Class: 911				
	1	Jet Set	911	288
	2	Tom Campbell	996	281
	3	Thomas Dodd	911	273
	4	Michael Marino	930	272
	5	Patrick Ahearn	911	264
Class: Other				
	1	D J Doorakian	RS Spyder	292
	2	Kirk Stingle	928S4	266
	2	Jet Set	Boxster	266
	4	Paul Soares	Boxster S	262
	5	Bob Anastasi	914	261

Park n Wipe		Entrantr	Porsche	Points
Class: 911				
	1	Andy Chiras	GT3	86
	2	Evan Tong	911	71
	3	David Harrison	911	66
	4	Paul Clough	930	65
Class: Boxster & Other				
	1	Darice Wareham	Boxster	92
	2	Greg Bowles	Cayman S	90
	3	Paul Antrop	930	89
	4	Robert Crawford	Boxster	87
People's Choice				
	1	Tom Gammino	911 Rally Car	
	2	Bill Caterino	Boxster	

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continued on page 26



Early 911s looked great in the sun



The perfect concours setting



Full Class Concours winners - Tom Tate, Cathy & John Favaloro, Tim Csanadi



Full "Other" Class winners - Afshen Nayeri, Matt Giamarco, Brian Laramee



A huge display of 928 wowed the crowd



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membership of 2241.

Editor Dave had also presented his report in advance. The next deadline for submission of content for the *NOR'EASTER* was Oct 21st, which also included assignments for covering events, columns and photo taking. In looking ahead, since Dave would be giving up the reigns of the *NOR'EASTER* in 2010, Bruce provided some options that Dave had suggested, for Board consideration in the event that a new Editor was not identified. The proposed approach would be to publish a large issue in the first Quarter of 2010 and then smaller updates that would obtain a monthly 1-2 page roster of upcoming events. In addition, it would be necessary to publish- mail a hard copy Ballots for election of new Board members. This combination of publications would enable NER to preserve its favorable

mailing rates, while keeping print costs to an estimated rate of \$5 per member. In this scenario, the NER website would become the central warehouse of content with the use of email blasts to help promote activities and special notices. A motion to revisit these issues again at a future meeting was proposed. The Board unanimously approved the motion to address at a later meeting. It was agreed that, even with a much less robust publication, there was still the need to oversee the process. Bob would contact Dave Weber to help and to pull the print addresses. To send out a hard copy mailed Ballot in print form. Joyce volunteered to contact Dave and determine what was needed. It was also determined that the Board should explore how important design work for promotional work would be possible without Dave's guidance.

For new business, the Board discussed the need for nominees for recipients of the Seymour Lisker and Cornell awards. Several names were mentioned. The Board agreed to revisit this matter at the next meeting. Michelle reminded the board that there were numerous Zone donated gifts and other items that could be distributed as prizes at the annual dinner. Michelle volunteered to explore these options and present findings to the Board.

With no other business to discuss, it was determined that the next meeting of the Board would be held on November 12th and hosted by Steve Ross. The meeting was adjourned at 9:11 pm.

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pleased with our find that we stopped at a campus pub at the Univ. of Arizona for food before returning home. That took 1-½ hours, but the food and view were worth it.

As I attempted to reassemble the carb it became apparent that the cover plate was not going to tighten down correctly. Looking closely at the retaining bolt I could see pieces of casting stuck in the threads and knew that the hole was stripping. I figured that a ¼ longer bolt would give me a better grip on the remaining threads so it was back to the friendly hardware store to get a longer bolt.

They had 6mm and 8mm bolts — no 7mm, which I needed — but the fellow behind the counter gave me the name and number for a local supply company that could help. Rob made the run to the fastener company and came back with a couple of candidates but neither seemed to work. That was it, time to remove the carburetor and find out what's going on. My fears were realized when I found the threads stripped out on the carb body, making it worthless. Another phone call to the Porsche shop, another 40-minute ride, and the day was disappearing fast.

Swapping the body of the unit required a gasket kit that we didn't have, so the decision was made to throw all the parts in a bag and drive up to Sedona. Rob's BMW 540 was gassed up and waiting for a high speed run. We could get registered, have some dinner, and look around for the parts we needed. There was a swap meet scheduled for Sunday morning and there was a chance that someone might have a gasket kit or even a working carb in his or her trunk.

We left later than expected and, by the time we arrived, registration was closed and even the bar was quiet. Maybe these guys are older than we thought. We did get a good meal but the ride up in the dark hid the scenery from view.

We hit the Registry desk early to find that one of our sponsors was a company in Sedona called Carburetor Rescue who specialized in 356 parts. Just the fellow we needed. In fact, he had a set of like-new Zeniths for our car sitting in his truck in the parking lot. We were the new owners and in 15 minutes Rob and I were in the BMW heading south for the two-hour ride back to Goodyear and the stricken tub. The early morning run back to Phoenix was spectacular. It's pretty much all downhill since Sedona is at 4500 feet and it was actually tough to keep the BMW 540 anywhere near the 75 mph speed limit.

It took less than a half hour to remove the remaining carb and install the pair of new ones. A twist of the key and it was purring like a kitten. That car never ran so well since it was built. I went back out the door and north to Sedona before the coffee I'd poured when I arrived had a chance to get cold.

The little blue coupe pulled smooth up those long uphill grades and kept up with traffic just fine. Even at what was now 90 degrees the temperature gauge stayed in the green. I was back at the Radisson just after 1:00 pm and had a burger with my friend Vic Skirmants while I told him the tale of the carbs. He

seemed amused by my starts and stops on the problem but as he said, all's well that ends well.

The following day was the concours done on the golf course adjacent to the hotel. There were 143 cars on the fairways grouped by A, B and C models, and including a section for 'out-laws.' Since everyone was allowed to display their cars, some rather worn examples were parked next to the trailer queens. I should mention, as a tribute to the group, that I only saw four or five cars that were rolled out of trailers. I was standing next to the entrance to the lawn and after watching a couple of cars go by with a dent here, a scrape there, and few bug spots, I decided that my new ride deserved a place in the show.

It started up easily and found a shady spot under a tree and seemed to really shine next to all those polished up show cars. I am always amazed at how easily these cars can be repaired and how appreciative they are afterward. We didn't win a prize, and didn't expect to, but I have to believe that this old Porsche had received its own reward just being back with friends. KTF

Double Clutching- continued from page 9

even drive, his RS America because he couldn't shift it. It actually made me appreciate a bit more the fun I have driving my 911, and I just wanted to take this moment to say... George, glad to see you back behind the wheel.

A last thought here. As some of you may or may not know, Dave Weber is retiring as editor of the NOR'EASTER at the end of December after many years of dedicated service to NER. There is much as a club over the years that we would have done without if not for Dave's involvement and preminent is compiling, editing and publishing of the NOR'EASTER. I know that filling Dave's shoes will not be an easy task, especially if you have to deal with the likes of me who is habitually late in submitting his copy, but someone needs to step forward. In this technological age I know it's possible to put a 'dates-and-times' calendar of our events on the Internet, but a magazine is different. It is an opportunity for each of us to hold in our hands each month a biography of the comings and goings of what ties us together as a club. It's personal: you get to read articles and columns by others who have the same passion you do. You get news and updates. You get illustrations and photographs. You get to relive Rambles, autocrosses and DEs and a host of other events through the articles and pictures contained within. The NOR'EASTER increases participation in future events because you read about or see photographs of past event you missed and you make it a point to sign up next time so as to be part of it. If there is no NOR'EASTER, there is no magazine, whether it is in print or on the web. I hope someone will take up the call. To Dave and Susana Weber I would like to say, "Thank You." I have enjoyed every page I have read over the past 5-½ years that I have been a member of NER.

have nice warm tires.

During this session there was an off-track excursion by a 997 Twin Turbo in turn 12 that brought out the yellow flags. This same car had been motoring in the first run and had zoomed by me before my flat. As I drove by him, a couple of times before he moved his car, I wondered how in the world he had spun in 12. Never ask yourself these questions while you are still driving.

No sooner did we get back up to speed than I was heading into turn 11 with too much speed. The smart thing I should have done was brake in a straight line and go off the track at turn 11 where there is nothing to hit. Did I do this? Nooooo. I thought that I could still make the turn and chased the apex of turn 12. Since I was wider than I should have been, I ended up driving through all of the marbles on the outside of the track. This resulted in a loss of adhesion and I found my back end rotating out from under me.

My reaction time was too slow and I was unable to counter steer enough to prevent a spin. Once I realized that there was no preventing the spin I went 'two feet in.' Then I was along for the ride, as I went backwards over the outer curb of turn 12. Hitting the curb caused my car to catch some air — never a good thing — but luckily I landed on the grass.

Since I was close to the pit entrance, I waited until I got the all clear from the flagger at turn 12 before I pulled into the pits. This was not starting out to be a good day. My car was looked over and given the OK, and there was still a good amount of time on the clock, so I ventured back out into the fray. The next 10 minutes were uneventful and I made it back to the garage — where I discovered, much to my chagrin, that my driving prowess had been captured on video.

The rest of the day was much better. My only issue was dealing with all of the goobers that I had picked up earlier in the day. By the time the day was over I was beat. Donald and I packed up the truck, loaded the car onto the trailer, and then enjoyed an ice-cold beer. As we were sitting there relaxing, a bunch of bicyclers showed up. These guys, and gals, were deadly serious about their riding and most of the bikes looked like something you would see in the Tour de France race. Donald and I watched them for a bit while we finished our beer, then we headed home.

The next event was my first trip out to Lakeville, CT. Lakeville is the home of Lime Rock Park (LRP) and, believe it or not, I had never been there before. I was very excited to drive at LRP and I spent a lot of time doing research, watching videos, and talking with people who have driven there before. The only thing I didn't do was research good places to stay and eat. I figured that I would wing it, and relied on Expedia to find a nice cheap deal for me.

Ah yes, the power of the Internet. It can be used for both good and bad. I should know as I have direct experience with it all; remember my Millville, NJ story of the Motorsports Inn and Suites? How quickly one forgets; I chose a motel that was fairly

close to LRP in Sharon, CT. The place was called the Sharon Motor Lodge and from the pictures and description on Expedia it seemed like a fairly standard place. Plus the nightly rate was half of what I would have had to pay to stay in Lakeville. What's that old saying, "penny wise and pound foolish?"

But as you all know by now, I am a road warrior who is used to sub-par accommodations.

Let's just say that the next time I go back to LRP, I will not be staying at the Sharon Motor Lodge. One good thing about it was that it was close to a gas station where I could fill up and get some coffee and breakfast in the mornings.

From a food standpoint, I was lucky to have been invited by Penn and Emily Young to eat dinner that first night, so I didn't need to worry about finding any good places to eat. The restaurant was the Woodland, which is in Lakeville. It is not a huge place, so reservations are required. The food was excellent and the three of us discussed LRP for most of the night. This helped to raise my level of excitement even higher.

The next morning I met up with Bill Caterino and Mike Orsini at the small gas station near the lodge. We were all getting our caffeine fix and breakfast. The morning was very foggy, and the ride to the track was a bit daunting as I was expecting to see huge herds of deer running out of the woods. We eventually made it to the track entrance unscathed and, after a brief wait in the queue, we were let into the complex.

My brother had attended a Skip Barber school here many years ago, and I remember him telling me of his adventures in the open-wheel cars. It was pretty cool seeing all of the Skip Barber cars lined up and ready to go as we drove past the school. I was also able to sneak a few quick peeks at the track, but with all of the fog it was hard to get a full picture of what was in store for me.

Most of the NER drivers set up camp close to the food stands and bathrooms. This was also an excellent spot for gaining access to the control tower and other viewing points around the track. Everyone went through the usual routine of unpacking and getting their cars ready for tech inspection. Once we had all been through tech, we headed over to the control tower



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Kevin Taback

for the driver's meeting. As it turns out, I was not the only first timer at the event. There were so many of us that Paul Frucci, the NCR Track Chairman, suggested that people jump into an instructor's car so that they could get a look at the track.

I was lucky enough to get a ride with Penn and since LRP is one of his favorite tracks, I was guaranteed to get a great ride. While riding with someone lets you get the lay of the land, it does not prepare you for some of the seat of the pants sensations you experience while driving. Penn did give me a lot of things to keep in mind about the track, with the most important having to do with the "The Uphill" after the "No Name Straight." For those of you who do not know LRP, the names between the quotation marks are the actual names of sections of the track.

My first time out I took it easy. I know I say this all the time but I really did take it easy. This was to give me a chance to not only continue to get a lay of the land, but to feel what it was like to drive LRP. As I mentioned, one thing that I concentrated on was making sure that I had my steering wheel straight as I got to the top of the "The Uphill." This section of LRP is similar to NHMS when you go by the Tree House. The car gets light and unsettled, but only more so at LRP since you are making a high-speed right-hand turn up a hill. When you crest the hill, your front wheels could, depending on your speed, leave the ground; the last thing you want is for your wheels to be turned when they are air borne since when they come back into contact with the track it will cause you to spin. Spinning after "The Uphill" is not a good thing to do.

I spent the rest of my sessions working on, and building up my speed. LRP is a very fast, albeit short, track and with 28 cars on the track at the same time, there is barely any room left for people to enter after the run starts. LRP was quickly moving up my list of tracks I enjoyed driving, and I was looking forward to a second day with CVR.

At the end of the day many people were heading home, with Penn and Emily being two of the departing. They asked if I wanted to have dinner with them at a BBQ place they knew of, and since they have excellent taste in restaurants I quickly agreed to go along. I would follow them in my truck since they would be heading for home after dinner. Along the way we came to a bridge that was under construction and had only a single lane open for traffic. I was right behind them waiting at a stop light with a police car behind me. The light finally turned green and we were off. I was cognizant of the police car behind me so I kept an eye on my speed.

I wasn't sure if Penn realized that there

was a cop behind me, but needless to say he wasn't speeding. After a short distance the blue lights came on and I figured that the cop needed to get to an emergency call. I pulled over to let him by and, much to my surprise, he did too. The officer came up to my window and informed me that he had run my license plate and found that it had expired in 2006. This left me a bit dumbfounded, as I had recently renewed my registration.

I handed him my registration, which cleared things up, but I had to wonder why had he run my plate in the first place. Do I fall into some kind of profile, middle-aged white male driving an older pickup truck? Of course I did not ask him why; I was hungry and wanted to get on my way.

My traffic stop made for some interesting conversation over dinner. The food, as I had already guessed, was excellent, and the people running the place were friendly. The place was the Route 7 Grill in Great Barrington and it is well worth the effort to stop there.

The second day of LRP was just as enjoyable as the first. I found the CVR folks to be friendly and the event well run. I do have to say that I thoroughly enjoyed myself and I am very happy that I stayed for the two days. I was driving well, the car felt great, and I managed not to have any issues, mechanical or self-inflicted.

Now on to the final event, the 50th Anniversary Concours d'Elegance at The Elms mansion in Newport, RI. I have, to be honest, never participated in a concours before. I guess I would much rather drive my cars than preserve them and show them. So I didn't quite know what to expect, but I did know that the venue would be fantastic.

continued on page 32

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The weather gods had smiled upon us and given us a glorious fall day in Newport. The back lawn of The Elms was dry and firm so there would be no issues with parking 100-plus cars on it. As it turns out, I think we got close to 150 cars to show up. This was going to be an excellent event. As an added bonus, The Preservation Society allowed all Porsche members to tour The Elms for free.

Not knowing what to expect, I had originally opted to enter into the "Park and Wipe" category. After talking with several people, they suggested that I would be better off in the "Top Only" group. I figured, heck, what have I got to lose? It would be a lot of fun and a good learning experience. Needless to say I did not win, but I did have fun and I enjoyed meeting many of you there.

Phew, another long-winded column down. I bet many of you are looking forward to not having to read them much longer. Although I secretly hope that some brave soul will volunteer to be editor and I will continue to write for a while longer.

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!

the northbound tunnel exit for Storrow Drive — which was also closed. An hour and forty-five minutes were required for Susana and me to get out of Boston back to Boxford, a trip that normally takes no more than thirty-five minutes. I can't imagine how people less familiar with Boston dealt with the misleading/totally incorrect detour signs and a completely closed key roadway. Of course, none of the officers on detail duty were out of their cars, looking to assist confused motorists (note editor sarcasm here).

In closing I'll make yet another plea for an editor volunteer. The strength of the region depends on its members' willingness to help out in many areas, and the role of editor is at the core of everything that goes on in the region. It's a role that I've totally enjoyed, and it's made my club involvement so much more satisfying. And as I frequently note to my friends and business associates, it's developed my professional skills in a number of areas — particularly my creative talents and my comfort with writing.

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Upshifting- continued from page 11

Wisdom from kids.....

How do you decide to marry someone?

You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, & she should keep the chips and dip coming. -- Alan, age 10
No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with. -- Kirsten, age 10

What is the right age to get married?

Twenty-three is the best age because you know the person FOREVER by then.
-- Camille, age 10

No age is good to get married at. You got to be a fool to get married. -- Freddie, age 6

How can a stranger tell if two people are married?

You might have to guess, based on whether they seem to be yelling at the same kids.
-- Derrick, age 8

What do you think your Mom & Dad have in common?

Both don't want any more kids. - Lori, age 8

What do most people do on a date?

Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough. -- Lynnette, age 8

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Home: 617-720-6638 email: bergenj@comcast.net

Vice President - Administrative

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

Vice President - Activities

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

Treasurer

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

Secretary

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

Membership

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

NOR'EASTER Editor

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

Past President

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

Committee Chairs

Chair - Autocross

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

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

Registration - Autocross

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

Chair - Driver Education

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

Registration - Driver Education

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

DE Tech

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

Chief Driving Instructor - Driver Education

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

Novice Development - Driver Education

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

Instructor Development - Driver Education

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

Zone 1 Representative

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

Welcome New Members

Dara Ambrose
Pequita Loring
Bolton MA
2001 911

Al Chin
Lynne McCormack
Providence RI
1986 Carrera

Jay Macken
Ashland MA
1986 911

Paul Sullivan
Wellesley MA
2002 911

Jamie Audunson
Cheryl Audunson
Monument Beach
MA
2006 Cayman

Tom Delbanco
Cambridge MA
1980 911 SC

Steve Mazza
Silvija Mazza
North Dartmouth
MA
2008 Boxster

Peter Troy
Seekonk MA
2006 Carrera 4

Dave Berman
Kristin Larson
Acton MA
1983 911 SC

Mark Dellafera
Beverly MA
2009 997 Carrera S

Pui Ng
Tewksbury MA
2004 911

Bob Wilber
Franklin MA
1996 911

Mike Berry
Littleton MA
2005 911

Richard Feinstein
Old Bridge NJ
2007 997 Carrera

Andy Orsini
Intervale NH
1997 Boxster

Transfers In
Ron Rappel
Andover, MA
From NCR
1988 944

Rob Brown
Lexington MA
1995 993

Tom Geiger
North Kingstown RI
1984 930 Turbo

Mark Powers
Charlotte VT
1985 911

John Schoenfelder
Harwich, MA
From: Riesentoter
2004 911

Tony Caito
Smithfield RI
2006 Cayman S

David Helenius
Cindy Helenius
Leominster MA
1988 924S

Chris Preece
Kingston MA
2004 Boxster

Wendy Zambrana
Watertown, MA
From: NNJR
2003 911

Greg Carlisle
Mattapoisett MA
1999 911

Matthew Herring
Peabody MA
1999 Boxster

Robert Schoonover
Newport RI
1984 Carrera

Bill Cash
Plaistow NH
1986 911

Brian Huey
Topsham ME
1986 928S

Michael Scott
Westborough MA
2002 911

Jim Laverdiere
Newburyport MA
2009 911

Brook Smith
Brunswick ME
1997 Boxster

Around The Cones - continued from page 7

only need to visit these pleasant surroundings every 10 years, since you can renew your license every other time — the one saving grace, I guess.

Does anyone have horror stories of your own? Feel free to either forward to the author for publication, or write to the editor with them. Next month will be my final column as VP of Activities and I will be profiling our new board members. See you at the annual dinner in December.

Annual Auction - continued from page 12

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

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*Early Porsche excellence was on display at PorscheFest 2009
Photo By Dave Weber*