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2010 New England Ramble  
2010 ZONE 1 CONCOURS D'ÉLEGANCE



# THE NOR'EASTER

APRIL 2010 APRIL 2010

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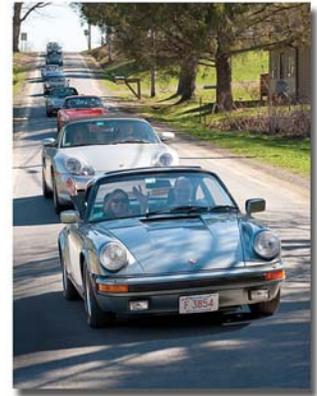
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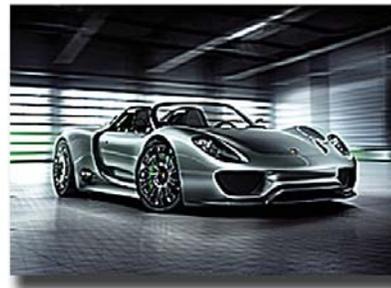
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Cover Photo  
Photo provided by  
Porsche AG.

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

**Postmaster:** Send address changes to:  
**The NOR'EASTER**  
**PO Box 409**

**West Boxford, MA 01885**

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**Editor** Adrienne Ross  
**Graphic Designer** Susana Weber  
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**Advertising Mgr.** Susana Weber

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

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

**Advertising Rates**  
Full page - \$104/issue  
Inside front & back cover, full pg. - \$144/issue  
Back cover, 2/3 pg. - \$114/issue  
Half page - \$83/issue  
One third page - \$68/issue  
Quarter page - \$52/issue  
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# On the Edge

Adrienne Ross



A member of the club sent me a note the other day about the Nor'Easter. It was both congratulatory, and conciliatory. He noted that the honeymoon must be over for doing the magazine, and it must be just work now.

Then I received Amy's letter to the editor, and her experiences being new in the club, and all of the things that entailed. (See the letter in the Editors Mailbox.)

I've been thinking about my inexorable enthusiasm about being here, and Amy's enthusiasm about being here, and really, the honeymoon is far from over.

When I bought my car I got very little negative feedback from my friends or my family. Those that know me know I can be impetuous sometimes, but for the really big decisions I will often take a few moments to think about it. Last spring for instance I had ½ of the paperwork signed for a 2009 GT Shelby Mustang 500 before I stood up at the dealership, and backed away from the table. "What was I thinking?" I wondered to myself

***The Facebook site is (great). In the first 4 or so days after the March issue dropped, the number of people joining was exponential.***

all the way home. (When I made a few phone calls, others wondered what I was thinking as well.) But when I bought my Porsche, most of my friends and family were very excited for me to have one of my life dreams come true, or at least a large piece of that puzzle of a life dream drop so serendipitously into my life. They knew what it would mean to me to step into this world, and how happy I would be once in it.

Being the editor is really still more of a joy than a chore. I like to collect little tidbits of information here and there. I subscribe to some informational sites online that update me 3 times a day about any progress Porsche is making, and when the article hit the Porsche press site about the new hybrid 918, I could hardly wait to share it with everyone here, and maybe talk about it at upcoming social functions.

Another interesting side effect of being the editor is that I've gone from a pretty anonymous life in the car world, to (for me) a pretty well known one. Last week I went to an Audi dealership to ask some questions, and the service manager knew

who I was. I thought he was kidding or humoring me as sales people sometimes do. When I asked him what he had meant when he said "he knew my name sounded familiar," he replied "Oh, we get the NOR'EASTER at the Porsche dealership, and I read it from cover to cover." Holy cow! He actually knew who I was! That was strange indeed for me.

A few weeks ago at a racing store, someone approached me and asked if I was Adrienne Ross. Now, this has never happened to me before, and honestly I wondered if I was under arrest for something. But no, it was just a member who wanted to say a kind word, and extend a hand in friendship. That is pretty cool indeed, and I'm sure that honeymoon will never end.

I get loads of nice email, and the Facebook site is working out really well. In the first 4 or so days after the March issue dropped, the number of people joining was exponential. I would open the site, and be physically startled by how many new members there were. (Thank you, by the way to everyone who has joined, and if you haven't, come find us on Facebook!!)

Other newsletter editors from all over the country have contacted me, and we've bonded over the exchange of publications, shared ideas, and (sometimes) being girls with

Porsches.

Some of us went out to see Leonard Turner at the Museum of Transportation in Brookline talk about taking pictures for The Panorama Magazine, as well as PCNA. Leonard was very interesting, as his travels have taken him all around the world to photograph these spectacular cars. My favorite of the evening was a Cayenne coming up over a sand dune in the Saudi dessert, and nose diving into another one, with sand spraying everywhere. It was a perfect photographic moment, and very inspiring. I met loads of great people, had stories proposed for the Magazine, and got to see some great old cars.

The Ground School at HMS was also quite stimulating. Steve Artick gave a great presentation that I'm sure had many newbies like me just aching to get into our cars, and into an event.

And so here I am, 6 months in, and it's all still enthralling. The season hasn't actually started yet (well it will do by the time this publishes) for most of us. So the honeymoon hasn't even begun for

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# Around The Cones

Steve Ross



Well, here is my first column as interim President, replacing John Bergen who has finally found gainful employment in Southwestern Ct. This will be my third time serving the region in this position, former terms were in the mid-'80s and '90s, each for the maximum two-year term. Contrary to what people may think, the President's job is relatively straightforward. It's made easy by the competent staff working on the Board of Directors who do most of the heavy lifting, especially the two VP's, Activities and Administrative, under whose guidance most of the events come about.

As part of my duties I recently attended the bi-annual Presidents' meeting in Latham NY, hosted by Zone 1 (New England, NY, NJ, and Canada from Ontario to the east coast) — 18 regions in all, including five of the 10 largest ones, as measured by membership. Our Zone 1 Representative, Botho Von Bose (from Toronto), presided over a one-day meeting where subjects of mutual interest to the regions were discussed,

because the top will blow off above that speed? Also, the top is not waterproof and Porsche says it only to "keep the light rain out of the vehicle." All for a mere \$60K base price, and lacking A/C or a radio; go figure.

Here's an interesting fact: Did you know that those convenient pass cards that hotels code for you at the front desk store more than the combination to your room? They also have all your credit card information, address and contact information. So, a word to the wise: don't just dispose of them in a trash barrel, there are ways to read that information. Another thing we have to guard against in this ever more complex world of computers and data security.

Hope to see a whole lot of you this year, at one or more of the many events we are holding.

## ***The new Boxster Spyder is electronically limited to 120 mph, not for safety's sake, but because the top will blow off above that speed***

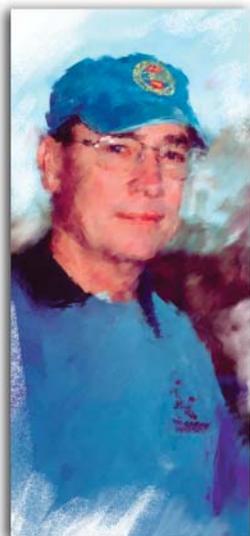
ranging from National items to DE, incorporation of regions and the Zone, upcoming proposals by National, and the full Zone calendar that includes an autocross, rally, concours, DE, club race, and tech session in various locales within the Zone. Should any member be interested in the various subjects discussed please contact me.

Locally with the advent of spring (this being written in mid-March), following the worst rain storms in many a year, we can look forward to the start of the autocross and DE seasons in April and May, and of course the true harbinger of spring in our region, the Ramble, which this year looks to be not only the largest, but a complete sellout of the hotel, both firsts in the 26 years of holding this premier event. Kudos to Joyce and Bruce for their hard work in keeping the quality of the accommodations as well as the route and dining locations at the expected high level.

Now onto some tech and other items: Did you know that the new Boxster Spyder is electronically limited to 120 mph, not for safety's sake, but

# Four Speeds & Drum Brakes

Tom Tate



Winter had just started to tighten its icy grip after the holidays, and, before I knew it, the boarding pass was printed for the trip to Sebring for a HSR race with my 356 friends. Like we did last year, my son, Rob, was to fly in from Phoenix and share in the driving chores for the three-hour race. I turned out to be more of a chore than we had imagined.

This year was a little different as daughter Kaitlee and her fiancé, Brian, had bought a house in Orlando, so the first night's lodging was handled as we flew in on Wednesday afternoon. It was nicer than most hotels; the fact that Johnny Black was waiting didn't hurt. The first practice for our group was on Thursday morning at 8:30 am, so that meant a pretty early start since we were two hours away. I love to beat the GPS estimated arrival time and at 5:00 am it isn't that tough. We gained thirty minutes on a two-hour ride, not bad for Rt. 27 with all its traffic lights.

That was a trip I had taken many years ago in the back of a Nash Metropolitan with two school

me the real thing, I'll be fine.

My practice went smoothly later in the day and we seemed to be settling in just fine. The next day was more practice and qualifying and Rob put the car in the middle of the pack. Vic had brought along a ringer this year and we couldn't catch him all weekend. That was John O'Steen, a long time racer that had driven just about every Porsche out there. He won the Daytona 24 hr in 1981 driving a 935 with Bob Akin and Bobby Rahal and he could hustle that 356 around like that victory was just yesterday. John was an SCCA champion in a Speedster years ago and I guess that's a skill that just never leaves. I think he has spent more time on racetracks than I've spent in my garage, and that's a lot of time. He and Vic were very helpful giving us both the secrets to Sebring's 3.7 miles.

The race after qualifying was the Club Sport Porsche Challenge and I elected to run that one. There was a mix-up on the start as the race before it was delayed due to some track damage that

took a while to clean up. Apparently to keep us on schedule they cancelled the session just before our race and while we expected to start 1/2-hr late, it was actually started on time.

That meant a rush to pit lane to start at the back of the pack but

for me that just made it more fun. Vic charged through the pack and finished second in class, quite a feat but not unusual for him. My time was spent passing slower cars like 914/6s and early 911s; I had a great time.

The next morning was Rob's turn and he was ready to go an hour early. With a mid-pack start and his first green flag start he charged off like a veteran. Near the end of the 30-min. race, the pin dropped out of the shift rod leaving him in second gear, and his race was over. A chance to learn about the agony of defeat I guess. He took it well and Bill Stephens, our crewman from GB, had it fixed in no time. I think that we have the best crew in the paddock including Bill's wife, Anita, and Barbara Skirmants both looking out for us like mother hens after their chicks.

The Enduro on Saturday afternoon was the race that we were both looking forward to, three hours of driving as fast as you can go. There were

***...before I knew it, the boarding pass was printed for the trip to Sebring for a HSR race with my 356 friends.***

friends. Most of you know that there is only a shelf behind the two front seats in those tiny cars, and that was my spot for a very long ride to see the races at the old airport. This run in a Mazda 3 rental car was much more pleasant.

Vic Skirmants had the car out of the trailer when we got there, but when started there was a leak in a front oil cooler due to high oil pressure. It was only 41 degrees at the track that morning and when the engine fired with cold oil in place the pressure blew out one of the front coolers. It only took a few minutes to bypass the cooler and Rob was off to the grid for practice.

All went well as he found his way around the track after a year away. He had an unfair advantage as he had spent a couple of hours the night before driving the course with Brian on some sort of video game. I tried the same game but couldn't even keep the thing on the track at 30 mph so I gave up. Something about eye hand coordination that required steering with your thumb that I just can't seem to master. Just give

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# Flat Sixer

John Bergen



So by now you are all aware, or soon to be, that I have officially stepped down as President of NER. The board and I agreed that it is not practical to have a President who is basically incommunicado. I do have to say that I am sad on multiple levels, sad to have to leave my post before I have fulfilled my term, sad to have to step away from direct involvement with a club I value dearly, and sad to have to ultimately move away from the Boston area.

Of course I will do my best to stay in touch with all of you through this column. Plus there is my Facebook account where I can keep tabs on friends and share updates on what the hell is going on in my life. Then there is DE; I plan to do at least two if not three NER events this year. So, yes, I may have stepped away but I haven't necessarily left.

Work is moving along, albeit at a frantic pace. My commute each morning is about 15 minutes or so. I am staying in a corporate apartment in Stamford, just off the highway, so I can easily

***I will do my best to stay in touch with all of you through this column. Plus there is my Facebook account (where I can) share updates***

jump onto 95N and cruise the eight or so miles to get to my office. Quite the change from my 60-minute commute into Boston.

I had an interesting drive into work the other day. It had snowed over night, but when I listened to the traffic report they claimed that the roads were alright. So I took the chance to venture out into the fray in the Bavarian Toboggan. You see my sled is still not equipped with snow tires, so driving in the snow can be an adventure. As I pulled onto 95, with my traction control light winking and blinking at me madly, my stereo comes to life with a flashback song for me — Earth, Wind and Fire's Fantasy.

Man, what a contrast. My friend Dan McAneny and I used to blast that song as we drove on the Pacific Coast Highway from Manhattan Beach up to Santa Monica. This was in Dan's five-liter Mustang GT Convertible, with the top down, and in 80-degree weather. Boy did we have fun. The memory of those times brought a smile to my face as I carefully made my way through the snow and slush.

Speaking of work, I am still trying to line up my vacation for the Driver Education season. Since I am no longer El Jefe I have to get approval before I can commit to events. It's been a while since I've had to get approval for vacation. Hopefully I will get everything approved and lined up before April!

I am also beginning to look at crew-cab pickups and enclosed trailers. I am hoping to have a new set up before June. To date I have test driven a Chevy 2500, Dodge 2500, and a Ford F250. All were crew-cabs with short beds. I need to test drive a full-size bed to see how it drives compared to the others. One requirement I have for the truck is that it must be a diesel. I want the torque and extended mileage that a diesel will deliver over a gas engine. This disappointed my son Dylan; he was with me when I visited a Dodge dealer and we got to sit in a 2500 HD with a Hemi. It had all the electronic bells and whistles, which Dylan really liked, and I have to admit it was quite comfortable. Too bad it wasn't a diesel.

What else is going on? I was able to lend a hand to a fellow PCAer earlier this month. Bob Canter's car wouldn't start and after he tried everything, and I mean everything, to get it running, he ended up crying "uncle" and decided to take it into a shop. That's where I came in; I had offered to help Bob get the car to the shop using my truck and trailer. When I agreed to help I forgot to ask who would be helping us push the car onto the trailer. As it turned out, it was just Bob and me. Thank God that Bob's house is on a slight incline and we were able to get the car rolling fast enough to make it onto the trailer. It did take us three tires, but we succeeded.

Moving on to the home front, my wife and I spent a lot of time de-cluttering our house to get it ready for sale. It is amazing how much stuff we have accumulated over the past nine years that we have been in our house. We also still have stuff we brought with us on our last move, and some of it still in boxes. You know the kind of stuff I am talking about: books, tapes, albums, floppy disks, and clothes. I mean what was I thinking? — a whole bunch of 512k floppy disks. I have a 16 Gig memory card that can store all of the data on them and then some. So, of course, they got chucked.

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# Minutes Of The Board

Joyce Brinton – March 10, 2010 Board Meeting



**A**ttending: Amy Ambrose, Joyce Brinton, Robert Canter, Karen Cohen, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross and Chris Ryan.

The meeting was called to order at 7:37 pm at the home of Chris Ryan after the assembled had enjoyed dinner and conversation. Thanks go to Chris and Lily Ryan for providing a wonderful meal.

Chris Mongeon presented the Treasurer's report, which was accepted unanimously. A board resolution was signed by the board in order to replace John Bergen with Steve Ross as a signatory on the club bank account.

Joyce relayed the Membership report, which had been submitted by e-mail from Dick Anderson, who was unable to attend the meeting. NER now has 1335 primary members plus 969 affiliate members for a total membership of 2304. During the previous month there were eight new members, one transfer in and two transfers out.

Chris Ryan provided the following report regarding recent and upcoming meetings:

The Leonard Turner presentation at the Museum of Transportation went well and the audience really enjoyed his presentation. The board's thanks go to Dave and Susana Weber who very kindly hosted Turner at their home for the weekend.

The Bose tour scheduled for March 20th is already over-subscribed and people are on a wait list. A few cancellations have been received and replacements from the wait list have been notified. Bose just informed us that the location has been changed from Stow to Framingham. That information will be provided by e-mail to those who have signed up for the event.

The annual Newcomers meeting will take place on April 18th at Ira Porsche. Dick Anderson will be asked to send an e-mail to all new members to alert them to this event. Ira always generously provides an excellent buffet lunch and various prizes that are awarded during a drawing.

On May 22nd there will be a Tech Session at EPE (European Performance Engineering) of Natick. Those attending have an opportunity to ask questions about the care and feeding of their Porsche and to hear the staff discuss how to get the most from your favorite car.

On June 5th we will return to the Collins Foundation in Stow. This delightful museum of antique and racecars as well as historic airplanes offers a terrific opportunity to bring your family to an NER

event that will captivate them all.

An afternoon of socializing and picnicking will take place on August 15th at the Myopia Hunt Club while we get to watch a polo match. Once again, this is a great outing for the whole family. As usual, we will have a special parking area just for our group.

A couple of ideas for July were discussed. After Chris and Robert Canter check them out, one will be announced.

NCR approached us to see if we could arrange some sort of joint event — perhaps a tour of some sort, or a social event. That will be explored further and perhaps occur in the fall.

Regarding the Annual Dinner, Chris and Robert are exploring a number of locations and bands, and hopefully a decision will be made at the next board meeting.

Steve Ross reported that the annual Concours will take place at the Museum of Transportation on the first Saturday after Labor Day.

Steve also reported that the Autocross committee meeting did not result in any major changes to the rules, although a few adjustments were made in the classifications. These will soon be posted on the website and published in the NOR'EASTER. Steve is pleased that NER already has sponsors for three of the six autocross dates, but is still looking for sponsors for the remaining events.

*continued on page 28*

## Happy PCA Anniversary

### Thirty Years

Carl Yankowski

### Twenty Years

James Hazen

Michael Perlmutter

### Fifteen Years

Sheila Burke

Peter Checkoway

Jeffrey Lee

Stephen Smith

### Ten Years

David Clough

Thomas Hamilton

Mark Johnson

Richard Ozuna

### Five Years

Jerome Cormier

Daniel Dechant

Forrest Fontana

Lou Marcoccio

Nicholas Marino

Jill Maserian

Nicolino Quinci

# Double Clutching

Bob Canter



Well, I don't know about the rest of you, but during those three days of endless rain we had in the third week of March I was beginning to think I might have to start building an ark.

The apartment complex I live in was especially hard hit when two ponds that reside above the complex reached their max. capacity and caused the dam containing them to burst wide open. The ensuing flood of water created a river that made its way through the apartment complex, flooding bottom floor apartments before settling on the road that makes its way through the complex. One unfortunate car, which found itself in the direct pathway of the oncoming flood, soon found itself in water up to its windows. It took two days before it could be retrieved from the new pond that had formed around it. On the particular end of the complex where I live, the road itself was covered by at least a foot of water maybe two. A waterfall had formed on one section of road as the water was rushing from one side to the other where there is a sharp drop off on the side of the

***I joyously shift from gear to gear. Is there any more pleasing sound than being in second gear, accelerating from 3000 to 6000 RPM***

road in to a gully. Fortunately I live in a second-floor apartment and was unaffected by the flood of water, and I also garage my Porsche elsewhere, away from the complex. When the rain finally came to an end Monday evening and Tuesday morning, we were able to see the results of the damage that had occurred. The most interesting was the waterfall that had formed, as mentioned above. The ensuing rush of water had washed away the dirt foundation under the asphalt, causing half the road to collapse. The best way I can describe the scene was that it looked very similar to the way roads look in pictures you see after an earthquake, with uneven pieces of asphalt strewn around to create almost a roller coaster effect. What amazed me most was that within a short three days most of the damage had been repaired including the road and the repair of the dam. As they say, life goes on.

As horrendous as the weather had been, it is truly amazing to me how it can be followed by four/five days of spectacular weather. Hearing that the forecast following the storm was for

sunny skies and temperatures in the 60s for the next few days, I made my way that morning to the garage where I store the Porsche. I pulled off the cover, gave the Porsche a quick little sponge bath to clean off the dust that had accumulated over the past few months, jumped in the driver's seat, and made my way to work. I don't think there is anything I could write that could explain the emotions I felt at being able to get back behind the wheel of that Carrera for the first time in months. Literally, I felt relaxed, content and euphoric all at once. It felt so good to hear the distinctive tone of that 3.2 behind me, and to once again feel the shift knob in my hand as I joyously shift from gear to gear. Is there any more pleasing sound than being in second gear, accelerating from 3000 to 6000 RPM, feeling the thrust of the torque as your Porsche lunges forward? Making my way to work I didn't have a care in the world. Once I got to the exit to take off the highway to work I briskly took the turn absorbing the wonderful sensation as the Porsche hugged the corner as without so much as

a complaint. As I started to drive up the street I saw a police car up ahead, parked off to the side. With plenty of time to react, I slowed down to the posted speed limit as I passed him by. At the stoplight I made sure to come to a complete stop before I made a right turn. I proceeded on

my way, thinking what about what might happen if the officer knew how I had just moments before been driving through that exit ramp, when I looked in my rear view mirror to see that the police car was on my tail with its blue lights on. Thinking the worst, and wondering what could he possibly be citing me for since the exit ramp was clearly out of his view, I pulled over and waited to hear his verdict. Why is it that the first words out of every officers mouth in that situation are, "Do you know why I am pulling you over?" Of course, most times we know exactly why we are being pulled over and I think it is better to fess up immediately hoping that honesty might lessen the penalty, but in this instance I really didn't know why and I became concerned that actually saying that would get me into more trouble. Even so, I still said I didn't know why and after making me wait what seemed an eternity he informed me my registration had expired last October. Immediately, where just minutes before I hadn't a care in the world, I was close to having a nervous break-

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# One Track Mind

Dick Anderson



Daylight Savings Time has arrived and, therefore, at least in my mind, so has spring. If I needed additional reassurance of that, I received it in the form of another stellar DE schedule arranged and conducted by Maestro Bruce Hauben. We have nine events on tap, most co-sponsored by our friends in the North Country Region (NCR). Once again, two of my favorite events are on the agenda: a three-day offering at Mont-Tremblant in July, coinciding with the fabulous annual Blues Festival, and a three-day event at Watkins Glen in August. These are 'must attends' for my other two drivers, Ann and Sarah.

Spring is starting out wonderfully for the Andersons. We've traveled to Seattle to meet Natalie Susan Anderson, our first grandchild, born to son Adam and daughter-in-law Kelly, and we think she's a beauty (like all grandparents, I'm sure). Interesting to me (secondarily to Natalie, of course) is the technology utilized in making infants mobile, some of it similar to what we use in our track cars. For example, Natalie's stroller

## ***Spring is starting out wonderfully for the Andersons. We've traveled to Seattle to meet Natalie Susan Anderson, our first grandchild...***

is equipped with pneumatic tires and auto style shock absorbers. Her automobile infant seat utilizes a five-point harness to restrain her and can be used as a manual child carrier. When used in the car it clips into a separate base that remains belted in the car (Adam and Kelly each have one in their respective cars) thus enabling the baby to be secured into her infant seat prior to entering the car. It also clips directly into the stroller, making it a very versatile accessory. This may not be news to some of you younger members but to this aging "boomer" who had his kids in the '70s, it's revelatory!

While in Seattle we had the opportunity to enjoy lunch and a pitcher of beer at the Redhook brewery, which is strategically located within a few miles of my son's home (must be in the genes). A very nice place, with great burgers cooked to your liking — enjoyed mine medium rare! — and a nice variety of brews. Later in our visit we ate at Ivar's Salmon House on the shores of Lake Union, and learned about the colorful

founder of Ivar's restaurants. The late Ivar Haglund, who died in 1983, was apparently quite a character whose favorite expression, believe it or not, was "keep clam." From early beginnings as an aquarium owner selling fish and chips, to an entrepreneur owning 40 restaurant locations (including Safeco Park, Qwest Field and UofW Huskies stadium), Ivar was quite the promoter. Known to be eccentric and forward thinking, Haglund was rumored to have placed billboards at the bottom of Puget Sound in anticipation of future submarine traffic, believing subs would eventually become a public mode of transportation. Some documentation had been found, including maps of possible sub-aquatic billboard locations. On August 22, 2009 one of the rumored signs was discovered and hoisted out of the water, advertising a cup of clam chowder for \$0.75. Seattle newspapers obsessively covered the story. In October 2009 however, after much 'buzz,' Ivar's Inc. officials admitted that the soggy signs were a promotional prank, albeit hugely successful even after honoring the \$.75 cup of chowder. Ivar's most successful promotion may have occurred postmortem.

Another spring highlight is right around the corner for us and we can hardly wait. Daughter Katie is returning from Afghanistan after completing her second tour of duty as a Black-

hawk helicopter pilot. Ann and I have planned a road trip to Fort Bragg to deliver Katie's car and, most importantly, thank her and the other returning soldiers for their service to our country as they once again set foot on American soil.

Finally, a few brief comments about Saturday morning TV (no, not cartoons). The Speed Channel has an array of shows covering the gamut of car culture, from product offerings to sheet metal modifications to engine building and I'm sure a lot of you watch them, at least occasionally. Last Saturday, Hot Rod TV featured a 19-year-old kid who was building a 1928 Ford roadster hot rod to period specs, meaning as it would have been done at the advent of hot rodding in the '40s and '50s. This boy researched everything about the original car as well as early hot rods. He combed junkyards, barns and farms until he found the parts he needed. The things that he couldn't find, he fabricated, and in the end he'd built a genuine hot rod with a flathead V8. Most impressively, he'd essentially done it all himself. So often 'gearheads'

*continued on page 30*

# Upshifting

Bruce Hauben



Well dear readers, let's all hope that NER's upcoming big events portend a positive drift to our economy. While the stock markets have been on a tear (as in gangbusters, not as in 'shed a tear') since their lows back in February '09 the down and dirty economic indicators ain't that great. Just like past boom and bust and boom times, first businesses load on employees in booms they don't really need, shed them during the busts and learn to run lean as times get better. It takes a long, long time for employment to appreciably pick up.

Anyway, as of this writing there are only three rooms left at the Mountain View Grand; clearly our largest Ramble and largest single event ever. We're looking at 144 cars and roughly 290 people. It's a constant re-counting as at different times I need to know how many rooms are left, or how many cars, or how many meals, or how many pins we need and those counts are all different. Some folks are staying Friday night but not Saturday night, and one is the direct opposite. Some are taking two rooms for a larger family and some are

***The earlier you get your registration in, the sooner you'll know that you've gotten into the event and can plan accordingly.***

putting more than two bodies in a single room; well you get the picture, my problem not yours... and it's a good problem to have.

When this magazine hits the newsstands in about three weeks if you're still considering joining us on this years Ramble, send me an email or call me, you never know there may still be a room available.

So that's one economic indicator. The second that I'm involved with is Drivers' Education, DE to us track rats. While I don't have a time line of past registrations I know from being personally involved for so many years that we are way ahead of prior years' registrations. Let me give you a little taste: May 7 NHMS has 71 drivers with a long wait list; July 8-10 Calabogie has 66 drivers with a short wait list; July 12-14 LCMT has 87 drivers with no wait list; and the Aug. 27-29 Watkins Glen event already has 46 drivers with a short wait list. No point in going into our Sept. 9 NHMS as that is far away.

BUT, there is already a wait list for that Sept. 9 NHMS event and that is my next point.

INSTRUCTORS ARE ALWAYS SLOW TO SIGN UP FOR EVENTS, hence the wait list of those who are not yet solo drivers. Now we've historically been able to get everyone into an event from these wait lists, but it's no fun being on a wait list and not knowing for sure until late in the fourth quarter that you've gotten into the event. Basically, the earlier you get your registration in, the sooner you'll know that you've gotten into the event and can plan accordingly. That peace of mind has to mean something.

The fact that we've already gotten 87 drivers at LCMT is FANTASTIC, particularly when you consider that we'll be capped at 150 due to track restrictions. One of the things I love about our LCMT event is that it's becoming widely known and accepted as a GREAT event. We already have drivers from MD,CT,PA,OH,NJ,VA,WV,FL & NY not to mention Ontario, Quebec and of course NER & NCR members. It's a great opportunity to meet new people and make new friends.

Now Calabogie, already with 66 drivers is beginning to turn into the same kind of well known and appreciated event. This is only our second year running this event and to the above geographic dispersion of drivers you can add MO & MI.

All of our multi-day events include a beer and wine social after the first day on track. We started this several years ago with a single event each year and it has become so popular that we now do it at all multi-day track events; another opportunity to rehash the days driving with old friends while making new friends. Last year with our first three day weekend at Watkins Glen, we got that off to a rousing beginning by adding, along with the wine and beer social, a buffet lunch the first day at WGI's new media center. That first lunch is on us for all registered drivers and the following two days you can enjoy the buffet on your own.

So bottom line, get off your duff, overcome the inertia, and come on out to one of the many NER events.

## Calendar At A Glance

### April

4 NER AutoX @ Fort Devens  
11 Spring Tour  
14 Board Meeting  
18 NewComer's Mtg  
30 NER New England Ramble

### May

1-2 NER New England Ramble  
7 NER Novice Day @ NHMS  
12 Board Meeting  
14-16 Zone 1 Concours & Rally  
16 NER AutoX @ Fort Devens  
22 Tech Topics @ EPE  
28-30 Zone 1 Club Race  
@ Watkins Glen

### June

5 Collings Foundation  
9 Board Meeting  
18-20 Zone 1 48 Hours Of  
Watkins Glen Driver  
Education

### July

8-10 NER DE @ Calabogie  
10 NER AutoX @ Fort Devens  
12-14 NER DE @ LCMT  
TBD Board Meeting

### August

1 NER AutoX @ Fort Devens  
8 Myopia Polo Club  
11 Board Meeting  
27-29 NER DE @ Watkins Glen

### September

8 Board Meeting  
11 PorscheFest Concours  
d'elegance

### October

13 Board Meeting  
24 NER AutoX @ Fort Devens

### November

10 Board Meeting

### December

4 Annual Dinner  
8 Board Meeting

## Spring Tour

### Sunday, April 11<sup>th</sup> @ 10:30 am - Metro West

Time once again to get the Porsche polished up and ready for the road. Charlie and Martha Dow have set up a tour of the less traveled pathways of Metro West, beginning at the MC-DONALD'S REST AREA ON 128 NORTH AT 2A in LEXINGTON. SUNDAY, APRIL 11 we will meet at 10:30. This will be a chance to review our clue reading and direction following after the winter layover. We will also check out a state park, a cranberry bog and extensive apple orchards. We will finish up at "FIREFLIES RESTAURANT" in MARLBORO ON ROUTE 20, for their BARBECUE BUFFET. The Buffet is \$15.95 plus tax and tip, but there is no other admission charge. For a head count please e-mail [crd968@verizon.net](mailto:crd968@verizon.net)

## Up-Tweaking Der Porsche II – Tech Topics Meeting at EPE Saturday May 22nd , 10:00 AM

NER will be holding a Tech Topics meeting hosted by European Performance Engineering in Natick on Saturday May 22nd . EPE has been specializing in Porsche repair and modifications since the mid-eighties, and has been an active sponsor of NER and our activities for many years. Owner Jerry Pellegrino and his team are some of the most knowledgeable Porsche people in the area, and will be on hand to host this event and provide expert insight on all the things you can do to make your Porsche do even more of what you want now that you have become bitten by the autocross or DE bug. Come prepared to learn more about how corner balancing, wheel alignment, bigger brakes, and other makeovers can help your Porsche do more of what you want it to do at the track. In addition to years of experience in building and servicing club racing cars, EPE also provides expert service for street cars. Jerry and his team will be on hand to answer questions covering minor tweaks to major race modifications.

Plan to arrive by 10:00 AM. The session will last about 2 hours and we'll provide the refreshments, including lunch buffet following the presentation.

We'd like to get a head count of attendees prior to this event. Please register by email or mail using the mail-in form below; registration requests should be received no later than May 20th .

Name(s) \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/ZIP \_\_\_\_\_  
Phone \_\_\_\_\_ email \_\_\_\_\_

Pre-register for this event by May 20th ; mail send form to:  
Chris Ryan, 28 Myrick Lane, Harvard, MA 01451; or email at : [ryan28@charter.net](mailto:ryan28@charter.net)

### Directions:

EPE is located on West Central Street (Rte 135) in Natick:  
From the Mass Pike, take Exit 13 (Rte 30) toward Natick/Framingham  
Merge onto Cochichuate Rd/ Rte 30  
Turn right on Speen Street  
Turn right on West Central Street # 165



# NER's Annual Newcomers Meeting

## Sunday, April 18<sup>th</sup> @ 12:30 pm - Hosted by Ira Porsche in Danvers

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.
- **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 The Mountain View Grand Hotel in Whitefield, NH. 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 18<sup>th</sup>** 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. 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: NewComers Meeting - scheduled for April 18th @12:30 with light lunch**

Name(s) \_\_\_\_\_ No. of Participants \_\_\_\_\_

Address \_\_\_\_\_ Email \_\_\_\_\_

City/State/Zip \_\_\_\_\_ Phone \_\_\_\_\_

**Please pre-register for this event by emailing Chris Ryan at ryan28@charter.net or mail this form to Chris Ryan, 28 Myrick Lane, Harvard, MA 01451 no later than April 10th, 2010.**



THE 25<sup>TH</sup> ANNUAL NORTHEAST REGION

# 2010 NEW ENGLAND RAMBLE

APRIL 30 - MAY 2, 2010 ■ THE MOUNTAIN VIEW GRAND HOTEL ■ WHITEFIELD, NH

It's that time again. Time to find a warm day to wash and wax the street Porsche and get your registration in the mail for this year's Spring Ramble. We're again sponsored by the good guys at **European Performance Engineering in Natick, MA**; give them a call (508.277.3819) for anything from an oil change to a full street to track conversion. And if you're one of those with only (times are tough) a dedicated track Porsche, or maybe in between Porsches, use your dually, MDX, SRX, RAV, CRV, LS, M, XJ, XF or whatever, 'cause you don't want to miss this event.

The layout of the public areas of the Mountain View Grand are such that we intend to sell out the hotel — all 144 rooms and suites — own the resort, keep out the non-Porsche riff-raff, and have the place to ourselves. To encourage everyone who's ever considered trying one of these Rambles for the first time, I've been able to roll back the calendar to 2005 pricing. I'm hoping that everyone who'd like to join us is able to.

***If you're not a masochist enjoying wait lists, get your registration check and form to me EARLY, and the suites will most likely sell out fast as well.***

The Mountain View Grand is the 6<sup>th</sup> of the "Historic Hotels of America" that we're visiting in the Ramble's recent history. Check out their website, [www.mountainviewgrand.com](http://www.mountainviewgrand.com), for full details including the Spa, Health & Wellness Center (one of the best resort gyms I've seen), indoor pool/whirlpool & sauna, farm, horseback riding, hiking, fantastic movie theater with giant leather recliners and a 500 movie DVD selection (I have the list), and descriptions of their luxury suites should you decide to spend a few extra bucks on one of them.

After arriving Thursday or Friday on your own, we'll all convene at 7:30 am in the Crystal Ballroom on Saturday for registration, Continental Breakfast and drivers' meeting, and be on the road by 9:00 am, heading to our lunch stop via wonderful back roads in NH and VT. Following that respite we'll follow an equally fun, back roads return to the MVG, or if you prefer to get back sooner to begin your partying, massage, hike or whatever, simply take the direct highway route that we'll supply.

Our Saturday night MVG rate includes your room, hors d'oeuvres during our cocktail hour (cash bar after you've consumed your two freebies per person), Saturday night dinner (jackets for men are required) and Sunday morning breakfast buffet. Resort charges are all-inclusive of service charges, gratuities and taxes. The only gratuities *not included* are for meals not in this package and cash bars. The Friday night rate is your room only, including all taxes and gratuities, and is also applicable for Thursday and Sunday nights.

These rates are for run of house superior rooms, some with balconies.

The MVG	Single	Double
Friday	\$139.75	\$139.75
Saturday	\$219.00	\$299.75

The following suite upgrade pricing applies to all nights and is the additional amount you'll pay above prices shown above. Suite details are on the MVG website: [http://www.mountainviewgrand.com/new\\_hampshire\\_hotel\\_luxury\\_suites.asp](http://www.mountainviewgrand.com/new_hampshire_hotel_luxury_suites.asp); contact me with any questions as I've seen them all. *Tell me on the registration form if you'd like a suite.*

Vista Studios: \$35.00 per night - Governors' Suites: \$45.00 per night - Washington Suite: \$55.00 per night (only 1 is avail.)

In addition there are two (2); 2 bedroom, 2 bath, plus living room Capitol Suites that I've reserved for two couples wishing to share a suite — [http://www.mountainviewgrand.com/new\\_hampshire\\_hotel\\_luxury\\_suites.asp](http://www.mountainviewgrand.com/new_hampshire_hotel_luxury_suites.asp), first come, first served. These rates include everything detailed in the basic rates and are all-inclusive. *Tell me on the registration form if you'd like one of these and with whom you'll share.*

Friday \$230.00 Saturday \$535.00

**Finally the details:**

A) Send in the registration fee (which includes continental breakfast at the MVG and lunch on Saturday plus incidentals — THIS REGISTRATION FEE IS THE SAME AS LAST TWO YEARS) of **\$55 per person (\$75 per person after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CANNOT READ YOUR E-MAIL ADDRESS... YOU GET THE PICTURE! Please clearly 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 MVG reservations are cancelable through April 16, 2009.

C) Shortly after your entry form and check are received you'll get an e-mail from me with **FURTHER DETAILS including** the MVG phone number to be used in making your reservation. **DO NOT CALL THE MOUNTAIN VIEW GRAND AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT E-MAIL – IT WILL NOT WORK & WILL GUM UP THE PROCESS.**

D) If you do not get my acknowledgement within two weeks of mailing your registration, **CONTACT ME**, as something has gone awry. **I'll be away the last two weeks in January, so factor that into the equation.**

E) I EXPECT ALL 144 ROOMS AT THE MOUNTAIN VIEW GRAND 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 Mountain View Grand within two weeks of receiving my acceptance e-mail. If you do not, I will remove your name from The Mountain View Grand's reservation acceptance list, notify you of this situation, and it will cost you \$50/room to reinstate your Ramble registration. I don't want the \$50; I want you to make your reservations promptly.***

D) Rooms canceled after April 16, 2009 are non-refundable.

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or [bmh993@Porschenet.com](mailto:bmh993@Porschenet.com)

**2010 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter**

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

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

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

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

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

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

Meal Choices: Roast Chicken #\_\_\_ Grilled Salmon #\_\_\_

NY Sirloin #\_\_\_ Melange of Grilled Vegetables #\_\_\_

Suite Upgrades: Vista Studio\_\_\_ Governor's Suite\_\_\_ Washington Suite\_\_\_

Two-couple Capital Suite\_\_\_ Sharing with\_\_\_\_\_

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

Checks Payable To: NER/PCA

**Sponsored By**



**Circle The Rambles You've Attended**

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

If you were on the '09 Ramble and your registration information was correct in the registration packet, it is only necessary to indicate your attendance in '09

# Ramble-a-thon for Angel Flight Northeast

As many of you may know, Joyce Brinton has been raising money for charity, such as The Boston Food Bank and Angel Flight Northeast, at our Driver Ed events. She has accomplished this by offering the "Taste of the Track" and "Parade Laps."

For a small fee (100% of which is donated to charity) "Taste of the Track" gives members who have never participated in a Driver Ed event the opportunity to experience Driver Education first-hand in the passenger's seat of one of our qualified instructors. "Parade Laps" are for those who would like to experience a few laps around a motorsports track driving their own vehicle, albeit at a much slower speed.

Recently our board of directors decided to expand upon Joyce's efforts. NER's board has instituted a new initiative to be more 'pro-active' in our fund raising activities. It was approved unanimously by the board at the December 2009 board meeting.

The most difficult decision for the board was in choosing which charity to support. I am happy to report that your board arrived at a unique solution to this problem. It was decided that each year the Immediate Past President of our region would have the honor of choosing the charity. The only caveats are that the charity for the year must be within stipulated guidelines and not include religious or political entities.

I am pleased to announce that Bruce Hauben will have the honor of selecting our charity for 2010. Bruce was our President for 2007 and 2008. Besides being our current Past President, he is also our Driver Ed Chairman and Rally Master for the annual Spring Ramble.

Bruce has selected Angel Flight Northeast — [www.angelflightne.org](http://www.angelflightne.org) — as our region's charity for 2010.

Angel Flight Northeast is a non-profit organization providing free air transportation in private aircraft by volunteer pilots so children and adults may have access life-saving medical care. Angel Flight Northeast is a 501 (c)(3) non-profit, tax-exempt organization that provides free air transportation to patients whose financial resources would not otherwise enable them to receive treatment or diagnosis, or who may live in rural areas without access to commercial airlines.

They also provide a vital mode of transportation for organs, blood, and for patients awaiting organ transplants. Headquartered in North Andover, MA, they serve nine northeast states, averaging 75 flights per week. The pilots (there are more than 900 serving AFNE) flying the missions pay for all flight expenses, including the planes (generally their own), fuel, and airport fees. Ergo only 3.6% of expenses go to "General and Administrative" and 5.2% to "Fundraising". Bruce and Joyce have met some of the pilots during a recent fundraiser and found them to be "remarkable people."

A new program of AFNE is "Angels for Armed Forces<sup>®</sup>," which provides the same free flights for military veterans needing medical care. Our first fundraiser will be titled *Ramble-a-thon for Angel Flights Northeast*.

Participating in Ramble-a-thon for Angel Flight is easy. **Just gather some sponsors who are willing to donate a few cents per mile driven during the Ramble.** For example, the route is about 200 miles long; if your sponsor is willing to donate 15 cents a mile, their donation would amount to \$30. Along with the acknowledgment of your Ramble registration this year, you will find a pledge sheet and further instructions for those that chose to participate.

Bruce wants everyone to know that participation is entirely voluntary and no one will know if you choose not to participate. For those who do participate, however, Bruce has come up with a few incentives and tokens of acknowledgement to get the program off to a good start.

What could be better than spending a beautiful weekend with your Porsche friends at one of America's historic hotels, The Mountain View Grand (full information for the Ramble is elsewhere in this issue, and on our website, [www.porschenet.com](http://www.porschenet.com)) in the scenic White Mountains, driving twisty back roads in your Porsche on a route designed by our *wunderbar* rally master, while also raising money for a very worthy cause?

## STUTTGART NORTHEAST, INC.



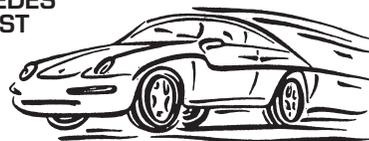
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# NER's Drivers Education Novice Day May 7th Followed by NCR's Drivers Education Event May 8th & 9th

It's finally here! The weather, the opportunity... the driving season! It's been a long, cold and sometimes snowy winter and you've spent too many nights on a cold, damp garage floor getting everything just right. Soon it will be time to come and out and play. Northeast Region (NER) and North Country Region (NCR) are pleased to kick off the Drivers Education (DE) season with two linked events that have something for everyone at the New Hampshire Motor Speedway (NHMS) in Loudon, NH. On May 7th, NER is hosting a special Novice Day (with a regular DE event for solo drivers) that will be followed by a 2-day regular DE event hosted by NCR for all run groups.



**Novice Day (May 7th)** is perfect for those who have never participated in a DE event and who would like to learn about it in a safe and low-stress environment. Drivers in the Green and Yellow run groups may also register to participate in the full set of Novice Day activities (preference will be given to those with the least track experience and others will be wait-listed until we are sure we have enough instructors). Those activities will include extended classroom sessions in performance driving techniques with professional driver, Dennis Macchio, as well as skid pad, breaking, and slalom training, followed by time on the race track itself accompanied by a qualified PCA instructor.

**Solo Drivers** (those in the Blue, White, Black and Red run groups) have the opportunity for extra track time in regular DE run groups while the Novices are involved with their non-track activities.

**On May 8th & 9th** NCR will be hosting a full Drivers Education schedule for all drivers from Novice to Instructor.

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

## Costs for Novice Day (May 7th)

Novices \$180  
(Green/Yellow drivers must enroll for all Novice Day activities)  
Solo drivers (Blue/White/Black) \$155  
Instructors (before April 16) No Charge  
Instructors (on/after April 16) \$75

## Costs for May 8th & 9th

Novice/Green/Yellow drivers	\$340
Solo Drivers (Blue/White/Black)	\$290
Instructors (before April 16)	No Charge
Instructors (on/after April 16)	\$150

Garages for May 7th will be available on a first registered, first served basis for \$30.

Garages for May 8th & 9th price tba by NCR.

Register for May 7th at [www.clubregistration.net](http://www.clubregistration.net) and for May 8th & 9th at [www.motorsport.com](http://www.motorsport.com).

For more information regarding May 7th contact your NER representatives:

Registrar	Mark Keefe	508-529-6127	<a href="mailto:tcreg@porschenet.com">tcreg@porschenet.com</a>
Track Chair	Bruce Hauben	978-952-8517	<a href="mailto:tcchair@porschenet.com">tcchair@porschenet.com</a>

For more information regarding May 8th & 9th contact NCR representatives:

Registrar	John Lussier	802-728-4457	<a href="mailto:de-registrar@ncr-pca.org">de-registrar@ncr-pca.org</a>
Track Chair	Mark Watson	603-488-5405	<a href="mailto:de@ncr-pca.org">de@ncr-pca.org</a>

**REGISTRATION OPENED MARCH 1ST FOR NER DE EVENTS!**

# Tour of the Collings Foundation's Vintage Airplane and Automobile Collection Saturday, June 5th 10:30 AM

Those who live in the metro-west area of Greater Boston, or who may have participated in one of the Club's Spring or Fall rallies are probably familiar with some of the back roads in the area that provide some excellent opportunities for a little "spirited" driving in your Porsche. What you may not know is the fact that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collection of vintage aircraft and automobiles in the country.

On Saturday, June 5th the Northeast Region is pleased to invite you to join us for a tour of the Collings Foundation's aviation and automobile collection. The tour will begin at 10:30 AM, so plan to arrive 15 to 20 minutes before that so the group can be assembled by the start time.

The Stow facility includes an aviation museum and a vintage automobile collection, which includes over sixty-six American-built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. Their website currently lists a 1993 Porsche RS America - Rolex 24 and Sebring 24 hour veteran. The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), Fokker DR-1 Triplane (replica), PT-17 Stearman (1942), AT-6 Texan (1945), UC-78 Bobcat (1943), TBM Avenger (1945), Fiesler FI-156 Storch (1943), and a T-33 Shooting Star (1948). You can learn much more about the Collings Foundation's Stow collection, as well as the national touring schedule of their famous restored B-17, B-24, and B-25 aircraft by going to their website at [www.collingsfoundation.org](http://www.collingsfoundation.org).

Please note that our tour group size is limited to 80 people and we need to confirm a headcount prior to our tour date. Therefore, your registration information must be received no later than May 22nd . After that, the price will be \$10.00/person, so get your registration in by mail or email today!

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

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

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

Pre-register for FREE Admission (must be postmarked or emailed by May 22nd) After May 22nd , Admission fee is \$10.00/person. Send check (payable to NER/PCA) to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451; email: [ryan28@charter.net](mailto:ryan28@charter.net)

# NCR's Jay and Matt's Most Excellent Rambly Sunday, May 16th 10:00 AM

**Who:** Well, Jay and Matt obviously. Your NCR VP and Advertising Chair have teamed up to put together the Spring Rally.

**What:** It's Jay and Matt's Rambly. They've put together another amazing route where no one should get lost, where everyone should answer all the questions, and where tons of fun will be had!

**When:** The Rally will take place on May 16th at 10 a.m.

**Where:** We will start at the McDonald's in front of the Fox Run Mall in Newington. The actual address is 49 Gosling Road, Newington, NH. The Rambly will end on the coast of Massachusetts at a restaurant where we can order off of the menu.

**Why:** I think this one is obvious. FUN!! The Rambly promises a great drive, good food, and a great time to make and visit with friends from NCR!

**Cost:** The cost for the Rally is \$10 per car. It's money you'll be glad you spent.

Cut and mail to Matt Romanowski, 243 Elgin Ave, Manchester, NH 03104 or sign up at [www.ncr-pca.org](http://www.ncr-pca.org)

Driver \_\_\_\_\_ Navigator \_\_\_\_\_

Membership Number \_\_\_\_\_ Phone \_\_\_\_\_

# ZONE 1 CONCOURS D'ELEGANCE & RALLY

MAY, 14-15-16, 2010



On May 14-16, 2010, Metro New York Region will host the 31<sup>st</sup> Annual Zone 1 Concours and Rally at the Old Westbury Garden's and Mansion in Westbury, New York. Weekend activities will include a Rally and a Full & People's Choice Concours. This event is geared for both the novice-level as well as the experienced PCA member.

The 31<sup>st</sup> Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show will start promptly Sunday morning, placement of cars by 8:30 am. If you have any concours questions, contact Daniel Deegan at (585) 924-0271 or email: [heis968@yahoo.com](mailto:heis968@yahoo.com)

The 13<sup>th</sup> Annual Zone 1 Rally will be designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped; meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 10:30 am and a Driver's meeting at 11:45 am. The first car off will be at 12:31 pm. Rally awards will be given out at dinner. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email: [cupcar@optonline.net](mailto:cupcar@optonline.net)

The host hotel for the weekend will be the LaQuinta Inns & Suites of Garden City. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 10:30 pm, at the host hotel. Event registration will take place Friday evening during hospitality. Saturday evening will feature a cocktail reception, a buffet dinner, guest speaker and rally awards at the Holiday Inn of Westbury.

## Weekend Schedule

**Friday Evening** Registration & Hospitality  
**Saturday Morning** - Registration & Rally Novice School  
**Saturday All Day** - Concours Preparation  
**Sunday All Day** - Concours d' Elegance at the Old Westbury Garden's and Mansion in Westbury

**Saturday Mid-day** - Rally (starting from LaQuinta Inn)  
**Saturday Evening** - Dinner & Rally Awards

## Hotel Reservations

The LaQuinta Inns & Suites of Garden City is the host hotel for the weekend. Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at 516-705-9000 (before April 13, 2010 to receive group rate) and asking for the Zone One Porsche Club of America rate of \$149.00 per night.

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## Concours, Rally & Dinner

### **Pricing Information (dates are postmark)**

Concours Only - \$30/car (\$40 after May 1)  
Rally Only - \$30/car (\$40 after May 1)  
Concours & Rally Combo - \$45 (\$60 after May 1)  
Saturday Dinner - \$45 per person (\$60 after May 1)

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Registration is to be completed at [www.ClubRegistration.net](http://www.ClubRegistration.net).

Payment is processed by PayPal during registration.

Registration will open on February 12, 2010.



There are two ways to answer the question. From a technical perspective, Drivers Education (DE) is a program developed by the PCA to allow drivers of all skills the opportunity to drive on real racetracks in a safe and fun environment. Typically a DE event is run over 1, 2 or 3 days. Each day will have four or five driving groups (divided by experience and skill level) each go out 4 times for 20 to 30 minutes. Groups are divided to ensure maximum safety and fun by enabling you to drive with similarly experienced drivers at similar speeds. In the novice groups, drivers are accompanied by PCA recognized instructors who will teach you high performance driving techniques and fundamentals.

"DEing" is not however, racing or even preparation for racing. The events are not timed and there are no prizes. We intentionally restrict passing zones to ensure your safety and we enforce safety rules.

From an enthusiasts perspective, DE can easily become a lifestyle throughout the summer. Waking moments are spent at the track, or thinking about the next time there. We live for the rush of adrenalin that comes from moments like touching 150 mph just before jumping on the brakes at the "bus stop" at Watkins Glen. Or, allowing the car to drift out to the turn-in, at the end of the front straight before powering over a blind cresting apex at Mont Tremblant. Just as importantly, highpoints of our summer at DE events include laughing with new and old friends over the events of the day, or as an instructor sharing what I have learned and watching the smile of new students as they discover what they and the car are really capable of. But I'm one of the crazy addicts. Many attend only a few a days a year, and enjoy building their competency and getting the car do what it was built to do.

DE is a different experience for all people. It has broad appeal attracting all audiences and competencies. The only critical components are a desire and a car! Hope to see you at the track.

**2010 Driver Education Schedule – Overview.**

**For a more ionformation see the detailed DE pages that follow, including web addresses.**

Event Date	Days	Track	Host	Registration	Pricing*		
				Open Date	Inst	Solo	Student
May 7	Friday	New Hampshire	NER	Mar 1	Free	\$155	\$180
May 8-9	Sa/Su	New Hampshire	NCR	See NCR	Free	\$290	\$340
June 2	Wed	Lime Rock Park	NCR	See NCR	\$50	\$195	\$195
July 8-10	Thur/F/Sat	Calabogie	NER	Mar 1	\$265	\$495	\$570
July 12-14	M/Tu/W	Mt Tremblant	NER	Mar 1	\$275	\$510	\$585
Aug 2-3	M/Tu	New Hampshire	NCR	See NCR	Free	\$290	\$340
Aug 27-29	Fri/Sat/Sun	Watkins Glen	NER	Mar 1	\$260	\$485	\$560
Sep 9	Thu	New Hampshire	NER	Mar 1	Free	\$155	\$180
Oct 11/12	M/Tu	New Hampshire	NCR	See NCR	Free	\$290	\$340

\*Subject to change

NOTE: Instructors are no charge (N/C) for NHMS provided they register 21 days in advance. Instructor registration less than 21 days prior will be charged \$75 per day to attend. Instructors who register less than 14 days in advance of events at other tracks, will be charged an extra \$25 per day.

**Contact Information:**

**Northeast Region (NER)**

www.porschenet.com

**Registrar**

Mark Keefe - 508-529-6127

Tcreg@porschenet.com

**Track Chair**

Bruce Hauben - 978-952-8517

TChair@porschenet.com

**Event Registration**

www.clubregistration.net

**North Country Region (NCR)**

www.ncr-pca.org

**Registrar**

John Lussier - 802-728-4457

de-registrar@ncr-pca.org

**Track Chair**

Mark Watson

603-488-5405 or cell 603-854-0643

de@ncr-pca.org

**Event Registration**

www.motorsportreg.com

NHMS - www.nhms.com

NCR - www.ncr-pca.org

WGI - www.theglen.com

NCR - www.ncr-pca.org

LMCT - www.lecircuit.com

LRP - www.limerock.com

CMP - www.calabogiemotorsports.com

### **What's new for 2010? Lots of Days, Lots of Tracks, Lots More Fun:**

This year we have once again 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 18 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 2010; one at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 8 total days there; and a 3-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 12-14, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing. And that event is immediately preceded by a 3-day event also in Canada at Calabogie Motorsports Park, July 8-10 with the 11th set aside for traveling to LCMT, only a 3 hour drive.

### **For those new to DE:**

2010 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 7th and will be hosted by NER. The morning will include special programs for Novices including car control clinics on a skidpad and a slalom course, 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 7th to be focused on Novices. Since registration numbers are obviously unknown, Green run group drivers (Novices) will be admitted first and a wait list will be established for more experienced Green run group drivers and Yellow run group drivers who will be admitted to the Novice Day activities if there are more instructors than required for the Novice group. Drivers in the Blue, White and Black run groups may register for the May 7th event and participate in a normal DE day. **The following 2 days, May 8-9, will be normal DE days for ALL run groups.**

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

NER is no longer accepting paper registration. To register for any event hosted by NER you will need to do so online at 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 regular mail if you prefer. See our web site for details. For NCR hosted events go to their website and their registration site.

### **Watch the NER web site**

While we email information to registered drivers the web site

should be checked periodically for new and updated information. For example the rates and reservation information for the LCMT hotels with which we've negotiated rates will be posted on the web site at the "DE Event Information" page.

### **Registration Process:**

#### **How to register:**

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. Though we're both sponsoring all events, only one region will handle the registration for an event.

On the event calendar you will notice the host region is identified. Although both regions will be working together to coordinate the actual event days, it is the host region that will handle registration. All rules, policies and pricing will be the same regardless of host region. **The host region's registration web site will be the only point of registration for the events they are hosting.** This means, for example, for the May 7th Novice Day event you must go to NER's registration website and for the May 8-9 event that follows at New Hampshire you must go to NCR's (the host's) registration web site to register.

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 an 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. Be sure to up-date your car info if you change cars AND keep your email address current

At the end of these FAQs you will find contact details and web addresses for each of the regions. If you have any issues 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 NER events opened on March 1, 2010.

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. Instructors are notoriously late in registering; so Student drivers, sign up early. It is also particularly important for the Mt. Tremblant event, July 12-14, because only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

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### **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. 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 \$50/day or \$100/event surcharge, whichever is less.

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 check first 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 the charge is \$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?**

Both host clubs have the same basic requirements:

- 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.

For more information on requirements click here.

### **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

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 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 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. 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 PCA-recognized 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 a downloadable NER Tech Form and a list of recognized inspectors 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. Note: If you're buying a helmet for the first time, make sure you get an SA2005 or SA2010. Helmet certifications occur every 5 years and are valid in PCA events for 10 years. So an SA2000 will only be valid for this year.

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface although some regions allow a one-time exemption from this requirement for the first event a driver attends.

Be sure to check the host region's requirements.

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# Porsche Reveals 918 Spyder Concept

Copy and Photos Courtesy of Porsche Cars North America

On the eve of the Geneva Motor Show, Porsche unveiled an ultra-efficient, low-emission, mid-engine super sports car featuring hybrid and electric drive technology.

The 918 Spyder concept combines high-tech racing features with electric-mobility to offer a fascinating range of qualities. For example, it is planned to provide an emission level of just 70 grams of CO<sub>2</sub> per kilometer on fuel consumption of only three liters/100 kilometers (equal to approximately 78 mpg U.S.), which is truly outstanding, even for an ultra-compact city car. This car, however, is intended to offer the performance of a super sports car with acceleration from a standstill to 100 km/h in just under 3.2 seconds, top speed of 320 km/h (198 mph), and a lap time on the Nordschleife of Nürburgring in less than 7:30 minutes, faster than even the Porsche Carrera GT.

The 918 Spyder is one of three Porsche models with hybrid drive making their world debut at the 2010 Geneva Motor Show. This trio – made up of Porsche's new Cayenne S Hybrid SUV with parallel full-hybrid drive, the 911 GT3 R Hybrid race car with electric drive on the front axle and a flywheel mass battery, and the two-seater high-performance 918 Spyder mid-engined sports car with plug-in hybrid technology – clearly demonstrates not only the great bandwidth of this new drive technology, but also the innovative power of Porsche as a genuine pioneer in hybrid drive.

The highly-innovative 918 Spyder concept car combines Porsche's Intelligent Performance philosophy with the high-technology from motorsport, with classic but modern design to make a truly convincing statement.

Innovative powertrain combines race-bred V8 engine with electric drive

This open two-seater is powered by a high-revving V8 developing more than 500 horsepower and a maximum engine speed of 9,200 rpm – as well as electric motors on the front and rear axle with overall mechanical output of 218 horsepower (160 kW).



918 Concept



918 Concept

The V8 combustion engine is the next step in the evolution of the highly successful 3.4-liter power unit already featured in the RS Spyder racing car and positioned mid-ship, in front of the rear axle, giving the car excellent balance and the right set-up for supreme performance on the race track.

Power is transmitted to the wheels by a seven-speed Porsche-Doppelkupplungsgetriebe (PDK) transmission that feeds the power of the electric drive system to the rear axle. The front-wheel electric drive powers the wheels through a fixed transmission ratio.

The energy reservoir is a fluid-cooled lithium-ion battery positioned behind the passenger cell. The big advantage of a plug-in hybrid is that the battery can be charged on the regular electrical network. A further point is that the car's kinetic energy is converted into electrical energy fed into the battery when applying the brakes, thus providing additional energy for fast and dynamic acceleration.

Driver's choice of four distinct driving modes

A button on the steering wheel allows the driver to choose among four different running modes: The E-Drive mode is for running the car under electric power alone, with a range of up to 25 km or 16 miles. In the Hybrid mode, the 918 Spyder uses both the electric motors and the combustion engine as a function of driving conditions and requirements, offering a range from particularly fuel-efficient all the way to extra-powerful.

The Sport Hybrid mode uses both drive systems, but with the focus on performance. Most of the drive power goes to the rear wheels, with Torque Vectoring serving to additionally improve the car's driving dynamics.

In the Race Hybrid mode the drive systems are focused on pure performance with the highest standard of driving dynamics on the track, running at the limit to their power and dynamic output. With the battery sufficiently charged, a push-to-pass button feeds in additional electrical power (E-Boost), when

overtaking or for even better performance.

With the hybrid drive system offering this wide range of individual modes and applications, the 918 Spyder is able either to achieve lap times comparable to those of a thoroughbred racing car, or the extremely low emissions and high fuel economy figures of a plug-in hybrid.

Advanced body structure and design offer more than just good looks

Like the drivetrain, the lightweight body structure of the Porsche 918 Spyder also bears out the car's DNA carried over directly from motorsport: The modular structure with its monocoque bodyshell made of carbon-fiber-reinforced plastic (CFRP) and liberal use of magnesium and aluminum not only reduce weight to below 1,490 kg, or 3,285 lb, but also ensure supreme driving precision thanks to a high level of torsional stiffness.

Reminiscent of highly successful, legendary racing cars such as the Porsche 917 and the current Porsche RS Spyder, the 918 Spyder, with its design concept so typical of Porsche arouses powerful emotions. The combination of racing car dimensions,

clearly structured design with perfectly balanced surfaces, and innovative details throughout, creates an ideal synthesis of form and function – following Porsche's design DNA.

The smooth balance of tradition and progress gives the car a powerful stance on the road. Variable aerodynamics, typical of Porsche, ensures both visionary and traditional highlights especially around the rear spoiler. The striking rear hoods extending out of the headrests, in turn, not only fulfill an aerodynamic function on the 918 Spyder, but also accommodate retractable air intakes with a ram air function.

High-tech interior provides glimpse into the future

The driver and passenger are not only embedded in contoured sports bucket seats but also form part of the cockpit, which provides a synthesis of efficient functionality and ergonomic high-tech operation. Additionally, the cockpit offers a glimpse at the potential interior architecture of future Porsche super sports cars. The three free-standing circular dials for road speed (left), engine speed (middle) and energy management (right) would appear to come directly from a racing car in the

*continued on page 30*



*918 Concept Interior*

# Porsche Stuttgart Celebrates it's 60th Birthday!

Copy & Photos Courtesy of Porsche AG

The home of today's Dr. Ing. h.c. F. Porsche AG, Stuttgart, has a very special sound in the world of motoring: Zuffenhausen. Indeed, Zuffenhausen is far more than "just" a production plant rich in tradition for Porsche AG, since it is here in Zuffenhausen that the heart of the Company beats to this very day. Zuffenhausen has been Porsche's home address for more than 70 years and more than one million Porsche sports cars have been built here in Stuttgart since 1950.

The Porsche Design and Construction office moved from Kronenstrasse 24 in downtown Stuttgart to the new group of buildings in the District of Zuffenhausen way back in June 1938. This is where the first series of the car destined to become the Volkswagen Beetle was built in 1938, followed in 1939 by the Type 64 as the great-grandfather of all Porsche sports cars to come in later years. Originally planned for the Berlin-Rome long-distance race, this aerodynamic, highly streamlined sports car became the trendsetter for all Porsche models to follow.

After the first few units of the Porsche 356 had been built in the Austrian town of Gmünd as of 1948, Porsche returned to Stuttgart as a genuine "car city" in late 1949. With the Porsche Plant in Zuffenhausen still being occupied at the time by the US

military, Porsche first rented a production hall on the premises of the nearby Reutter & Co. GmbH Coachbuilding and Body Construction Plant, starting to prepare production in early 1950.

With the first Type 356 being completed in Stuttgart on 6 April 1950, overall production up to the end of the year amounted to 369 units.

The buildings forming Porsche Plant 2 designed by the well-known architect Rolf Gutbrod were completed in 1952 and in 1956 the 10,000th Porsche 356 left the plant, which was consistently enlarged and upgraded over the years. Porsche Plant 3 followed in 1960, also housing the Sales and Customer Service Departments.

Immediately after the introduction of the Porsche 911, Porsche KG, as the Company was still called at the time, took over the Reutter Coachbuilding and Body Construction Company in 1964 with its workforce of approximately 1,000 employees. Today the complete 911 model series as well as models of the Boxster series and all Porsche engines are built in Zuffenhausen.

*continued on page 28*



*The first 356 line*

# Editor's Mailbox

Dear Adrienne:

Your recent queries and concerns about your upcoming first DE gave me recent flashbacks to my first. Your thought process mirrored mine and even though it was all of last summer ago it feels like it was only yesterday. But first let me tell you how this whole idea for me reached its genesis. It began a couple of years ago when I decided to take a Skip Barber driving course out at Lime Rock. There we were at the top of the hill sliding around the skid pad when I couldn't help but notice almost 100 porsches zooming around the larger track at the bottom of the hill. It was the intense sound of all those engines that mesmerized me. I couldn't stop watching and I felt like I must have a look on my face akin to a little child with her fingers glued to the outside of a candy store window. Due to my curious nature I asked my instructor what was going on down there. He, being a Formula man, said 'oh that; those are just the Porsche people having fun'. Hey how am I supposed to know about rivalries? I ignored his condescending tone and persisted with my line of questioning. I needed to know HOW do I get myself down there? What do I have to do? He just shrugged his shoulders and said 'well I guess if you get a Porsche and join their club you can do it; it is only a few hundred dollars'. Here I had imagined thousands of dollars so the deal was sealed from that moment on. Just had to figure out the how when and where. All excited about the prospect of a brand new hobby back at the hotel I phoned a guy I had been planning to see that weekend. I was simply giddy and expected him to share in my ecstasy. He was silent for a moment and it dawned on me that he was upset about something - what I couldn't tell. When I said isn't this the greatest idea he responded with well no I don't want to date anyone who would own a Porsche and driving on the track sounds dangerous and stupid. To this day I am still not quite sure of my exact words in response to that inanity. But I am sure I told him not to bother coming to visit that weekend before I hung up the phone midsentence on him. Well that helped seal the deal for me also. Moving right along I got myself busy researching used Porsches and then I joined the northeast region of the pca.

It was now time for my first drivers education. I generally don't relish being caught by surprise (personally or business-wise) so I tend to read everything I can possibly get my hands on to be informed. I recall reading something another member had written about what to expect on your first day. Reading the whole list I was nodding my head. Helmet.. check. Proper clothes... check. Car teched by approved mechanic... check. Bring a buddy...whoa! I can't do that. All my friends think I am totally nuts. I don't have any friend who wants to attend with me. Suddenly I was filled with dread. All the newbies will have a buddy with them....except me! I will be all alone. Then I started thinking why exactly am I doing this? Doubt crept in. Are all my friends correct in their diagnosis of my insanity? Well as I am wont to do I went ahead with it anyways; all systems go.

I figured I would do all I could to prepare and then just concentrate on enjoying myself...that has seemed to work well in the past.

DAY ONE. I arrived at the track about the same time the track workers arrived; I was first in line. The night before when I drove up I wanted to be prepared with my numbers. Since I had no readymade numbers I took it upon myself to fashion my own. I have plenty of shipping labels from my business so I cut the numbers from the labels and affixed them to hood and both doors. I swear I read somewhere they were supposed to be on the front hood. So yes I was the only one all day with numbers on my hood. Anyways, the next person who arrived was Brian from North Country. Since he arrived with his car on a trailer it was a dead giveaway that he was a regular. I walked up to him, introduced myself, said this was my first time and please tell me what to do. He just laughed and said don't you worry about a thing; just enjoy yourself and I will show you how to checkin. My first angel. Then after we all checked in and parked our cars I just started asking everyone where is Peter Tracey. He was the only name I knew as he was my instructor. We had exchanged emails previously (recommend highly) and I suspected the tone of my day would be set by my time spent with him. He seemed very serious and he definitely knows how to handle a Porsche. My second angel. Once out on the track it seemed like every single car was passing me...probably because every single car WAS passing me. He was calm and collected and told me not to worry. The A type part of my personality was having serious issues though. I just tried focusing on getting the car under my control and understanding his (my cars have all been male) limits. Exciting and sweaty and a long hot day. Now I am thinking I still only know my instructor and Brian and all I want is a nice loooooong hot shower. Well Matthew Wallis (angel

*continued on page 32*



*Amy Ambrose*

*Minutes- continued from page 8*

Bruce reported that Angel Flight is very excited about what we are doing to raise money for them at the Ramble and DE events. They will be placing information about what NER is doing on their website and hope to get some newspaper articles about NER's support of Angel Flight. They are providing "give away" items to the club to be distributed to all attending the Ramble.

The annual Ramble is almost sold out — only one or two rooms were left at the time of the board meeting.

Regarding the DE program, Bruce reported that early registration seems high relative to last year, but registrations by instructors are lagging. Thus, many students have been placed on the wait list for all events. While this is typical, special efforts will be undertaken to increase instructor registration so that students can be officially admitted to events. This is particularly critical for the Novice Day on May 7th at NHMS. Bruce emphasized that students should "remain calm" as eventually we almost always manage to have sufficient instructors so that all students can be admitted.

Adrienne Ross, who will be a new DE participant this year, suggested that new drivers be provided a "track buddy" who could help the newcomer to navigate their first event. A number of ideas were explored about how to meet this need, but no viable solution was identified. Since the instructor-student pairings are made in advance, and these pairs are encouraged to communicate before the event, students should feel free to link up with their instructors when they get to the track so they can show them the ropes. In addition, all experienced DE drivers will be encouraged to identify newcomers to the track and help them get oriented, AND all novices will be encouraged to feel comfortable in approaching ANY driver with questions.

As usual the NOR'EASTER deadline is the 15th of the month and the detailed schedule will be e-mailed to board members.

In New Business, Steve asked if there were any issues that he should bring up at the Zone 1 Presidents' meeting, which will occur next weekend at Latham, NY. He will report on the meeting at the next board meeting. Amy brought up some ideas she hoped would increase sponsorship of events and these were discussed. Hopefully some of those ideas will enable the club to bring more sponsors on board.

Steve discussed a request from the Autocross committee for funds to purchase new timing and scoring equipment. He noted that the current equipment is quite old and has been unreliable for the past couple of years. An estimate of cost for the needed replacements was circulated and it was moved and seconded that the committee purchase the needed equipment. Following some discussion, the motion was passed.

Susana Weber is exploring some alternatives for the NER Goodie Store and will provide a recommendation at the next board meeting.

The next board meeting is scheduled for 6:30 pm on April 14th at the Andersons' home. (Since Dick was not present, that date was later confirmed with him.) If any members of NER not

on the board wish to attend the meeting, they should contact Dick by e-mail so that sufficient food and seating can be arranged. The dates and times of board meetings will be added to the calendar of events in the NOR'EASTER and on the NER website.

There being no further business, the meeting adjourned at 9:14 pm.

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*Flat Sixer- continued from page 7*

The house is now on the market, sans the lift of course, and we are confident that it will show well. Of course if a buyer really, really wants a lift I may be willing to negotiate. The green machine however is not negotiable.

Speaking of the green machine, my sons and I took it out of hibernation the other day. This was a Saturday afternoon and the weather was gorgeous. I cruised around on back roads for a while letting the oil come up to temperature then we ventured out onto the highway to stretch its legs and burn off some carbon buildup. The car drove great and we were all smiling from ear to ear; nothing like a little male bonding to draw us closer together.

Next month I can bring you up to speed on our house hunt in Westport, CT. It is a really nice community with an excellent school system. Hopefully we will find a house that meets our needs — a large kitchen for entertaining and a large garage for all the toys.

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

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*60th Birthday- continued from page 26*

The Plant is split up into the Bodyshop, Paint shop, Vehicle Assembly, Upholstery, Engine Assembly and Test Dynamometers. To ensure flexible production in a confined area, Porsche has developed special solutions including multi-floor production in the Bodyshop and Vehicle Assembly. A further special feature is that Porsche's series models are built together with the racing versions on one and the same assembly line. As yet a further highlight a new, particularly ecological Paint shop will be opened in 2011. Currently being built in the direct vicinity of Plants 1 and 5, the new Paint shop will be situated on the former premises of Dürr AG purchased by Porsche in spring 2008.

The new Porsche Museum was opened in January 2009 as an additional pledge to Zuffenhausen. Here, virtually on the Company's home ground, some 80 historical cars and exhibits from the history of the Company are presented in an exhibition area of 5,600 square metres or 60,200 square feet. As the most spectacular building project commissioned by Porsche, the Porsche Museum has not only gone down in the history of the Company, but also enriches the entire Stuttgart Region as an outstanding highlight in culture and architecture.

**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 (if that is required by the host region)
- 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 our web site
- Come to the track and have fun.

**Important 2010 DE Notes – a few suggestions**

Check in frequently to the DE section of <http://www.porschenet.com/JCMS/content/view/283/129/> and all its sub-pages as we update info and data for 2010. That is where in early Feb. you'll find hotel and Blues Festival information for Mont Tremblant (DE Event Information) and other important stuff.

Registration for all NER DE events opened March 1 including our May 7th Novice Day / regular DE at NHMS. As we're expecting many events to fill up - several other regions are bringing large groups to certain events – you'd be wise to sign up early for those events you're considering attending. LCMT only allows 30 cars per run group.

Green & Yellow run group drivers particularly need to sign up early as your admittance to events is dependant upon instructors signing up, always the last drivers to do so. Don't be surprised if you're on the wait list which is cleared on a first in first out basis.

REMEMBER, you're not registered and your place is not reserved until your payment is received.



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'60s, bearing out that unique philosophy of driver orientation so characteristic of Porsche.

The center console rises up towards the front in the 918 Spyder and houses a touch screen for intuitive control of the car's functions, serving to reduce the number of visible controls and maintain the principle of direct operation.

The control units relevant to the driver are mainly concentrated on the three-spoke multifunction sports steering wheel, while the variable driving modes are supplemented by a switch enabling the driver to call up various drive programs and serving as the push-to-pass button for E-boosting. Instrument illumination, finally, varies from green for the consumption-oriented running modes to red for the performance-oriented driving programs.

The Porsche 918 Spyder concept also comes with further innovative functions such as the Range Manager. After being activated in the Center Display, the Range Manager uses the map in the navigation system to present the remaining range the car is able to cover, naturally allowing the driver to influence that range through the appropriate choice of power and performance. In cities with environmental alert areas the Range Manager also states whether the driver is able to reach a certain destination on electric power alone.

Applying this information and using further info on the availability and location of special energy filling stations, the driver is then able to choose his personal style of driving as well as the right battery charge and filling strategy.

Offering a unique combination of extremely low fuel consumption, supreme performance and long electric range, the Porsche 918 Spyder concept represents an essential milestone in Porsche's strategy on the way to genuine electric-mobility.

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

are dismissed as lacking intellect but here's a young man who possessed the vision and the drive, who did research and developed the requisite skills and had the tenacity to see this project to completion. I'm in awe of people like him.

**On the Edge -** continued from page 4

me. I've only just met the automotive love of my life, and we're just starting to figure each other out, and learning each other's ticks. Once I'm on a track, that may be the threshold of committing, but right now we're still in the fun and giddy stages. I don't even begrudge her the 60,000 mile check up (our first time to a garage together), because I love her so, and only want to make her happy, so she in turn makes me happy. It seems a pretty good relationship so far. Maybe in 5 years or so my feet will touch the ground again, and then I'll buy another Porsche, and we can start all over again.

Happy and safe driving season everyone, I'll see you at the track!!

down as I had visions of the officer telling me to get out of the car as he called for a tow truck. The look on my face must have confirmed for the officer that I truly didn't know the registration had lapsed. When I began explaining about garaging the car at the end of last September and that this was the first time I had driven the car since, he commented he thought that was the case. I started to relax a bit when he started asking all different types of questions related to the car and even questioned why there was a fire extinguisher attached to the passenger seat. Though probably not a smart thing on my part, I answered that it was because I occasionally race the car, but that led to me explaining autocross, and it turned out he was very familiar with Moore airfield in Ayer, MA. After a few more minutes of conversation he looked at me and said he was only going to give me a warning and he walked back to his car and drove off. Once back at my office I quickly went online, paid the renewal registration fee and considered myself one lucky hombre. I will say that on more than one occasion, in the rare circumstance where I have been pulled over, my 1984 Carrera Targa has seemed to save the day. Every time it seems the officer is more interested in the car than the offense I have committed and more than once have driven away with no more than a warning. I am sure you probably have experienced a similar situation yourself with a local constable.

One last story, if I may, about what has occurred since I have taken the Porsche out of mothballs the last few days. My girlfriend Guille and I decided on Saturday that it was a perfect day to go for a cruise after I got back from attending the Bose tech session in the morning. With the printout in my pocket attesting to the fact that I had renewed my registration, even though my license plate still carried the old sticker, we headed out for what was basically a cruise to nowhere. Along the way we stopped at a store and headed inside to take a walk around. I had left the top off and when we returned to the Porsche I found a blue piece of paper on my driver's seat with a note written on it. The note read, "What a LOVELY car!" At that moment I couldn't have said it better myself.

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to be two mandatory pit stops of five min. each, and that would give us plenty of time to gas up and switch drivers. I started the race and, like Rob, kept out of trouble at the start and went off to play with a silver 914/6. It didn't take long to find out the parts of the course where I was faster and could pass. I watched his taillights on the straight and he watched mine after the hairpin. We must've done four or five laps of that game before I discovered that down shifting was getting tougher. I still had a firm clutch pedal and there was no slippage, but flat out on the back straight I pushed the pedal down and it had no effect. It wouldn't disconnect. The car was still pulling like a train. Oops, no clutch.

I've driven cars with no clutch before, I even wrote a column years ago about driving the family from NJ to Medfield in a BMW without one. Quite an adventure and not all that tough. But this was a race and not being able to change gears quickly was definitely a problem. Besides this was not my car and I didn't want to do any further damage. I signaled the pit that something was broken and let the 914/6 drive off in the distance.

When I pulled in and shut the car off our efficient crew began fueling and Rob hopped over the wall suited up ready to go. Vic

was in the pit waiting for his driver change so I went over to tell him that I thought our race was done.

"Done? Can't you drive a car without a clutch? Go ahead and drive it, you won't hurt it." Spoken like a true racer.

Rob had driven all sorts of beaters and knew how to match the gears when shifting so he was certainly game. The starting was a little more difficult since this car had no first gear and an engine that didn't want to run under 2500 RPM. But like a street car, Rob turned the key with the car in gear, a couple of guys helped push him until the engine caught and he was on his way.

Shifting takes more time when you have to match the gears carefully and that became a challenge. The normal trip down the front straight was foot to the floor until the brake point then hard on the brakes, a downshift to third and a turn-in to turn one under full throttle. With no clutch, sometimes it went in quickly, sometimes it took another try. The trouble was that when a second try was needed you were one or two car lengths past the turn-in point by the time it was done. Turning late at something near 100 mph got pretty exciting. Once we got the hang of it our lap times only suffered by about five seconds a

continued on page 32

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lap, and it was still a lot of fun.

The next two driver changes went more smoothly because we knew that we could do it. Interesting how confidence helps your game, whatever it is.

We finished 5th in class and 28th out of 42 cars, not bad for a 50-year-old car with a couple of amateurs driving. Besides, we have this great story to tell. Isn't that what endurance racing is all about? Can't wait until next year. KTF



Photo by Tom Tate



Photo by Tom Tate

number 3) walked up to me and asked if I wanted to join everyone for dinner. Did I ever! He said the former president and his wife would also be there so I knew I would be in very good company. So I raced back to my hotel room for now a quick hot shower. In the shower I noticed something intriguing. My left hand and part of my arm had all these little black pindots kind of melted into my flesh. I scrubbed and scrubbed and finally they relented. That was the only part of my body I could find this wierdness. Then it hit me. My left arm had been outside the window at the track so many times in order to give the passing signal that the passing cars had spit up tire rubber onto my arm! I couldn't stop laughing. So I arrived to dinner with a bright red freshly exfoliated left hand and forearm (long sleeves saved the rest of my arm). Everyone wanted to know about my first day and all I kept thinking was I didn't need to bring a buddy...I found them here!

DAY TWO. It happened. Maybe Peter wasn't happy about the amount of decibels my screaming into his intercom measured...but it happened and I was compelled to scream. I passed a car. Did you see that Peter? I passed a car. Yes, he replied in his calm way, Amy, you did pass a car. And they say it isn't the little things. Day two was the day I met the Rossinator (well I don't call him that to his face...it is a fond appellation). But Steve Ross was angel number 4. Now that guy knows his car facts. I have never met such a font of automobile information. And if he doesn't know the answer he knows where to get it. I am sure I still possessed that lost look so he zeroed in on me and offered any and all help I needed. I am blessed to have a friend for life there. I joke that I only joined the club to learn how to drive. I refer to what happened later as an unexpected bonus with purchase. The purchase was buying the Porsche and buying a membership and buying drivers ed training. But the bonus was a whole round of newfound friends.

So Adrienne enjoy the ride. You don't need to bring a buddy; they are already here waiting for you. And enjoy all your bonuses with purchase.

Fast forward to present time. Here I am on the board of directors. Now if that isn't the fasttrack to making even more friends and becoming dialed in I don't know what is. I am still not sure how I got here. The last thing I remember saying was gee that sounds like fun to be on the board.

Warm regards,  
Amy

PS Oh and if anyone was wondering what happened to that ginormous number on my hood...yes it did, in fact, melt onto the hood, given the sultry NH July heat. It took a whole bottle of Goo Gone but you can still see a faint outline of 63.. only in certain lighting though.

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# Marketplace

## For Sale

**1985 911 Carrera Coupe**, blk/tan leather, 28,250 original miles, sunroof, factory installed rear tail, 2nd owner, always garaged, totally original, \$27,500. Stephen Leon, 508-209-0056, email rsleonjr@yahoo.com

**Porsche 1976 911S Targa**; rare Sportomatic. 72K original miles. All receipts from new. Engine recently rebuilt by Porsche guru. All updates; fully de-smogged. Runs very strong. Body, interior & Targa top all in very good condition. No rust. Bitter Chocolate w/ Cinnamon interior. Kardex. Health issues force sale. No rain or winters. Always garaged. I'm second owner. \$17,500 obo.

Contact for details: Rick at 508-255-3583 or rdparis@his.com.

**1978 911SC** - Silver with black interior; 3.2 liter engine plus other performance features; \$13,500; John Ratichek: ratichek@gmail.com, 781-275-4335

**1987 944 Turbo** - Coupe, red/blk. Street legal track car -Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

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

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

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

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

**Classic 1975 911S** - one owner, always garaged, all original with matching numbers. 71,900 miles. \$15,995.

Contact Maralyn McPherson (401) 662-1259

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

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

**02 Porsche 996 TT**: GT3 interior, adj susp, Second owner. Many upgrades. New factory installed engine with only 8k miles on it since installation. Have added well over \$10K in top-shelf upgrades:including techquipment Stainless Steel Roll bar, and Schroth harnesses. Adjustable PSS9 Bilstein suspension and adjustable H&R Sway bars. Porsche GT3 Clutch and more. Engine is stock. Comprehensive warranty good to 100K miles. 58K miles, PASM, 6 SPD, full Black leather, 6 CD. \$49,995 or BO.. Jeff Attschler. email: catherhamsv2002@yahoo.com

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

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#### Zone 1 Representative

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

## Welcome New Members

Thomas Crowley  
Newburyport MA  
2003 911

Grant Zimmermann  
Winchester MA  
2003 Boxster S

Barry Friedman  
Sudbury MA  
1986 911

Jeffrey Karp  
Wayland MA  
1987 911

Gary Jeznach  
Patricia Jeznach  
Sturbridge MA  
2008 911 4S

Joseph Roman  
Natascha Devine  
Chelsea MA  
1969 911T

Ed Ramsey  
Alexander Ramsey  
Enfield CT  
1984 944

Transfer in:  
Luderer, Albert A.  
West Newbury, MA  
Transfer from: Pacific  
Northwest (PNW)  
2002 Boxster S

David Reilly  
West Harrison NY  
1958 356



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