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THE NOR'EASTER

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INSIDE THE NOR'EASTER

DECEMBER 2010 DECEMBER 2010 DECEMBER 2010 DECEMBER 2010 DECEMBER 2010 DECEMBER 2010 DECEMBER 2010

FEATURES

14 KTR European Motorsports Tour

15 2011 DE SCHEDULE AND HELMETS
REMINDER

16 Ground School! February 2011

18 *NER Ramble - Save the Date!*

19 **RESUBSCRIBE!!!**

20 50 years in the PCA!

22 NOR'EASTER Time Machine

26 Porsche News



15



18



20

DEPARTMENTS

- 8 Anniversaries
- 14 Calendar
- 32 New Members
- 33 Marketplace
- 34 Board of Directors
and Committee Chairs

COLUMNS

- 4 On the Edge
- 5 Around the Cones
- 6 Four Speeds & Drum Brakes
- 7 Flat Sixer
- 8 Minutes Of The Board
- 9 Double Clutching
- 10 One Track Mind
- 11 Upshifting
- 12 Torqued Up

COVER



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On the Edge

Adrienne Ross



As December first rolls into being, I'm forced to say goodbye to my best car friend of them all, my little Boxster. But on the plus side, I get to drive my Pathfinder again. Not that it hasn't been available to me the entire summer, I just haven't availed myself to its services. It also needs a new exhaust, and I just haven't had the time to give to the project.

I bought my first SUV in 1990, an old 80's Chevy Blazer that had holes in the floorboard. The exhaust was a constant problem, 3rd gear was a mess, and I'm pretty sure the gas tank leaked. It was...terrible. But it got me from here to there, and I could beat it up as much as I wanted.

In those days of course, I was rebuilding old American muscle, and trips to junk yards were frequent for a door crank here, or a transmission there. So the old Chevy really came through. It strangely never broke down. It would occasionally not start, but only when parked in my driveway. It also had the best backfire I've ever heard, which I found endlessly funny.

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By 1996 I was so tired of fixing anything, I decided I never wanted to see another fouled carburetor, or pick up another tail pipe off the street. I'd torn up quite a few engines, changed hundreds of spark plugs, and smashed my thumb so many times I thought it would just be flat forever. If I never stepped into another painting booth ever again, I would be happy. Navel jelly, bondo, sand, bondo, sand, scrape, ...Ahhhhh I dreamt in sanding patterns!

So in '96 I bought my first ever brand new car, (well SUV). A champagne colored Pathfinder. Ohhhh it was pretty, and everything gleamed, and I never, ever, opened the hood. Not to check the oil, or the wiper, or brake fluid. The tail pipe rattled, or the check engine light came on, and off to Nissan we went. "Check it all boys! I want nothing what-so-ever to do with maintaining it!"

That's not to say we didn't go to the car wash every other day, or that I didn't get the oil changed every 3000 miles on the nose. I did...I just had someone else do it. I have never been

under any of my cars since 1996, and that's just how I like it.

What a little trooper this thing was. It was elegant and refined, with ivory leather interior, bells, whistles, a Blaupunkt stereo, air conditioning... the works! And the first thing I did was drive it across Wyoming. Not up I25, or west on on I80, but across it, sans roads.

I had friends in Cheyenne with thousands of acres in eastern Wyoming. It was a 45 minute journey down dirt roads to get there, but it was only 15 miles from the city itself. Oh what a time we had. Four-wheel drive engaged, and almost nothing I wouldn't try to tackle.

My parents were concerned of course that I would roll the thing in my enthusiasm. And if I'm honest, their fear was not unfounded. Not because I took corners too fast, but because the biggest roll risk in Wyoming, hadn't occurred to me.

A friend of mine and I decided one afternoon to tackle a mesa in the truck. There was a spectacular view from the top, and we'd often climbed it on foot very, but how cool would it be to drive up? Pretty cool we thought.

Only, the hill was really, reaaaalllly steep. And 1/2 way up, I thought ' This may not be the brightest thing I've

continued on page 32

In This Issue...

In this issue we meet the Dow's, whom you already probably know. They have been members for 50 years. Charlie has been a member since 1957 actually. Their's is a fantastic and fun story.

Election season is at a close, and we wish a fond farewell to those that have served. Please see their columns for their thoughts on the matter.

We'll also take a look at the new Porsche Cayman R. When everyone else adds features, Porsche trims them down.

Finally my new gift. A late birthday present to me...if you will, and now my gift to you. Some archives of this clubs newsletters, from 1957 to the present, have been presented to me. They're little snapshots of history, and I'm going to start to share them with you.

Around The Cones

Steve Ross



As this column is being written (late again, Sorry Adrienne) we are having what has to be the last gasp of warm weather, up to 60 degrees, and the top was down for the fresh air. With that in mind we have now shifted into our winter mode here in the Northeast Region, with some indoor events planned, some to be set up in the upcoming months.

Elections are history now and we have a board of directors with a couple of new faces, Bill Seymour and Fedele Cacia, joining the holdovers from last year. Checking last month's NOR'EASTER one could see another ambiguous DE schedule with a couple more NHMS events including, for the first time in many years, a weekend in June. Devens has been saved for another year as a building project on the site was either postponed or cancelled (we hope). Dates for our events will be available shortly. As an alternative, the autocross committee visited Thompson Speedway in eastern CT a few weeks ago and got a feel for what can be done as far as a school there

Elections are history now and we have a board of directors with a couple of new faces, Bill Seymour and Fedele Cacia.

this spring. A follow-up trip is planned for late November.

Recently I attended the bi-annual President's meeting for Zone 1 in Latham NY, a gathering of all 18 presidents and support staff for the various activities held by the zone, now numbering five, plus five more Porscheplatz (corrals at various pro races within the zone). A new representative was elected, the first woman from our zone to hold that position, Susan Webb from Upper Canada region has succeeded Botho Von Bose, who is stepping down after the mandated two terms. We heard that a proposal for National to buy a building for the club's headquarters has been approved, and that they will be moving in January to a Maryland site. Also, annual dues will be raised by \$4 beginning next year. As always at these meetings, there are many one-on-one conversations with other region people where new ideas and issues that are facing each of us are discussed. I have three really great meeting ideas that will be brought up with our board at

its next meeting in December. At this time the zone concours is scheduled to be held in May and the autocross in the summer, tentatively at Devens but hopefully not in conflict with our Watkins Glen event in late August. Tech Tactics has now been made a National event and will be held at Porsche's new warehouse and training facility in Eastern, PA (that's the town's name) in March of next year with more PCNA participation than in past years. The Clash (PCA race) will again be held at the Glen, as will the annual 48 hours of the Glen. Interesting note: the 48 hours was organized in the mid '70s by two NER members, Mike Caldwell and the late Gil Meyer, and is to our knowledge the longest continually run DE event in PCA.

This summer my Boxster was involved in a four-car accident while stopped in summer traffic on the Mass. Pike. A New York driver, in a rental car, who does not own a car, was the cause of the crash. Fortunately for me, most of the energy was dissipated by the two cars behind me, so only the

left side of the rear bumper was damaged. Of course this required replacement since plastic bumpers cannot be fixed. The crew at Mike's Auto Body took care of all the insurance details and had the car back to me in a short time all washed and vacuumed.

Since many of you may still be planning to store your Porsche, here are a few more cleaning tips that could make the task easier. I have been a fan of Simple Green for years, it is good smelling, cleans virtually everything from the car to the house to the yard, and is biodegradable to boot. Another product that Cindy Markely introduced me to a while ago is Xenit, another non-chemical-smelling cleaner that takes off exterior, tar, tire goobers, tree sap, wheel dust, plus has many other auto and household uses. Since it is not readily available in stores, I buy on-line from the parent company, Stoner Products. An often missed cleaning area is the leather in your Porsche, as we all know winter is an incredibly dry time of the year and your interior will be the same. Two steps are necessary to preserve the leather, first is a cleaning of the dirt that is on leather surfaces, I find the steering wheel on light colored interiors takes a beating especially in the summer (mine is grey), the aforementioned Simple Green works fine as do

continued on page 29

Four Speeds & Drum Brakes

Tom Tate



The leaves are down, the garage doors are closed and the heat is threatening to start up; I think it's safe to say that winter has arrived. While the batteries have not been pulled from the Tubs just yet, they are pretty much parked for the season. There is always the chance that I will be able to take advantage of a warm day and scoot out for a drive but driving a car with no top in the cold is like riding a motorcycle in the rain. I could do it if I had to but it wouldn't be a lot of fun.

The progress on Beauty, the '57 sunroof coupe, has been slow and steady. Now that the doors are closed I can get more serious about the job. This car has taught me a lesson that I learned long ago but forgotten.

With the finished body in the garage I had started on the suspension last summer. Many of the parts needed to be removed and refinished and there were delays in the reassembly as I waited for some parts to arrive from vendors. There was a long list of things that needed to be addressed

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and on any day I could select a task that would match the time I had available that day. If I only had an hour I would install a couple of brake lines or install a door latch. I like to be able to complete a task that I started so that I could go to bed with a sense of accomplishment. There are a lot of jobs that can't be completed in a few hours, so I would work on them for a while and then spend a few minutes polishing nuts, bolts and washers. I like to use the original fasteners where possible because replacements don't look the same and with a wire wheel it doesn't take long to polish off 50 years of dirt, grease and grime. Even if the larger job isn't done I can leave a row of like new bolts and nuts ready for the next evening's work.

There was one job that I have been skating around that I really didn't want to start. Sort of like the 800 lb. gorilla that I pretended that I couldn't see. That was the wiring. When this car was damaged back in 1972 the wiring that went from the fuse box under the dash to the front of the car was turned into a snakes nest of burned wires, blistered insulation and broken connectors. I have had some experience with wiring

and I know that it really isn't that tough but I just didn't want to go down that path. Climbing up under a dashboard and working upside down for hours is not high on my list of things I like to do.

I originally thought that I needed to replace the entire wiring harness, but once I discovered that the cost was nearly \$2000 I dove under the dash and took a closer look. All the wires from the headlights, fog lights, and turn signals had been pulled back into the cockpit and were lying in a pile with most of the cloth harness wrap in shreds. Close inspection found only two wires that had been shorted and melted the plastic insulation, which then damaged two more wires. The wires for high beam and low beam headlights had been severed in the crash and needed a splice to replace the missing portion. All of these wires were different colors and in a couple of different gauges (sizes). In addition to those problems, the interior panels had been painted with POR15, a very durable rust resisting paint, and some of it had got on to the wires making

color identification difficult. Plus, it made the wires stick together like they had been fused that way at the factory.

Last year (maybe it was two years ago) our local car club, the TYP356 group, had visited a company in Rhode Island that made wiring harnesses for hundreds of old cars. They even had a few that would be correct for our old Bathtubs. They had given me the bad news when I had inquired last spring about the cost of a replacement for the '56. I called them back to see if I could get some replacement wiring the correct size along with some connectors and shrink-wrap to protect the repaired areas.

The company couldn't have been nicer plus the wire was only 32 cents per foot. Since the fuse box was only four feet from the headlights I had trouble spending \$20. The first task was to separate the damaged wires and figure what color and what gauge I needed. One night I just took everything apart and laid it out on the floor of the car. I made a list of the length and colors of the wire I needed. Then I cleaned some bolts and went to bed.

The next night I got out the circuit diagrams and traced each wire so that I knew where they went. I checked out the colors again and mea-

continued on page 30

Flat Sixer

John Bergen



Here we are, another year has come and gone. This one seemed to fly by particularly fast. Furthermore, I can't believe that this is my 48th column. Hopefully I was able to provide you all with some worthwhile reading over the years.

I am imagining that this will most likely be my last column, at least until I am once again back on the NER board or back in Boston. With my current work life balance right now I am finding it hard to spend the time on driving events. I am also unable to make it to many of the club's events, so that makes the content of my columns less club-focused and more personally-focused.

Anyway, it has been a privilege to be able to share my thoughts and wit with you all; and now on to this month's column.

Fall is really in the air now; the leaves are falling and football season is well underway. I recently had the Green Machine out to do a little driving and to have it inspected. This was most likely the last drive of the season, which is always a sad day. It's also a sign that snow will soon be here, so to

I recently had the Green Machine out to do a little driving and to have it inspected. This was most likely the last drive of the season, which is always a sad day.

make the drive memorable I drove around some of my favorite back roads to get my engine and oil nice and warm. Then I ventured out onto the highway to burn some carbon off.

The car drove great and before I knew it I had a huge smile on my face. I found the drive to be very therapeutic and helped me to decompress from the stress and strain of work. I ended up tooling around for an hour or so, with no real purpose or destination, just making a journey to reconnect myself with the car. Upon arriving home I loaded the car back onto the lift and hooked up the trickle charger so that it could take its long winter nap and not lose the charge in its battery.

With the Porsche now taken care of, that was one important car task down, several more to go. Another critical car task for me was ordering snow tires for the 335i. This will be my third winter with the BMW and I still haven't gotten it proper shoes for the winter. In the past it wasn't an issue since I could drive my pickup back and

forth to the train station. This was only a three-mile trek so I wasn't concerned about fuel mileage or comfort.

Now with me driving 166 miles down to Connecticut it was a much bigger issue. While the F350 is a much more comfortable ride than my old F150, it's not something I want to use to make such a long round trip in. So I did the right thing and ordered a set Blizzaks for the bimmer from Tire Rack. The funny thing was that I placed the order on Sunday night November 7th, not realizing that there was going to be snow the next day.

So, you can imagine my surprise when I went to let Scooter out at 4:30 and there was snow and sleet on the ground, and it was still sleeting. This was not looking to be a good day commuting. I left the house at 5:00 hoping that by the time I hit the Connecticut border, usually around 80 to 90 minutes, the roads would be clear. Boy was I wrong.

I guess the plows were waiting to go out, maybe they were hoping that the roads would clear themselves, or maybe that the sun would come out and melt everything. I don't know but I do know that there was a lot of slush on the roads, which made for slippery conditions. I kept my speeds down and loosened the grip on my steering wheel. No need to have a death grip and possibly defeat the traction control system by not letting it do its job effectively.

Along the way to Westport I passed by several accidents. There was one guy in a pickup who must have been flying along. He managed to get himself up on top of some guardrails. If you know I-95 S, it was in Connecticut pretty close to Groton. At this section there is a left-hand exit and I-95 bears off to the right. He managed to go straight and I guess lost his ability to stop, which is how he ended up on top of the guardrails. It was a sight for sure with all four of his wheels off the ground. Amazing!

Another amazing accident happened shortly after passing an accident. Picture this, traffic is crawling along and being forced to merge to the right lane to get around a two-car accident in the left. I was keeping my wits about me as I got closer to the accident. I noticed a pristine Mazda Miata creep by me and I begin thinking how great that car looks and how my son Dylan would really appreciate it. A short while later I

continued on page 28

Minutes Of The Board

Joyce Brinton – October 13th, 2010 NER Board Meeting



The Board met at the Anderson residence in Andover, MA. The group convened at 6:30 pm on Tuesday, November 9th, for dinner. After a bit of socializing and a delicious dinner, the business meeting convened at around 7:40 pm.

The following NER members were in attendance: Amy Ambrose, Ann Anderson, Dick Anderson, Joyce Brinton, Chris Mongeon, Adrienne Ross, Steve Ross, and Chris Ryan.

Steve Ross brought up the need to choose recipients for the Cornell and Lister awards. Selections were discussed and voted and the awards will be presented at the Annual Dinner.

The latest word is that Devens will be available for AutoX next year and exact dates and the contract should arrive in a month or so. Steve and others from the AutoX Committee visited a potential alternate location, which hopefully will not be needed in 2011.

Chris Ryan reported on upcoming meetings: An email blast went out to the membership to remind them of the get-together on November 21st at Fireflies. Hopefully there will be a good turnout for this social afternoon gathering.

Another email blast will go out reminding people to sign up for the Annual Dinner on December 4th. This is usually well attended and is a highlight of the season. This year, in addition to the usual cocktails, dinner and dancing and presentation of awards, NER is conducting a Silent Auction to benefit our charity, Angel Flight NE. So far some very interesting items have been donated, so come prepared to bid – bring your checkbooks.

An announcement for the January meeting is appearing in the November and December issues of the Nor'easter and will be posted on the NER website.

Chris Mongeon reported there was little change in NER's finances this past month so NER remains in excellent financial shape. The Board approved the financial report. Chris recently received all the old Treasurer files and will talk with NER's accountant to see how many years these files need to be retained.

Dick Anderson reported on membership: Primary members 1356; Affiliate members 957; Total membership 2313; during the past month NER had 14 new members, 2 Transfers in and 13 Transfers out.

Adrienne sent the Nor'easter assignments to the Board members via email. All contributions for the December issue are due Nov. 15th.

Steve Ross is planning to review the materials in the NER archives to see what things might be discarded.

The next Board meeting is the transitional meeting and thus will include the candidates for open Board positions. The meeting will be held at the Brinton/Hauben residence in Littleton MA at 6:30 pm on December 8th.

The meeting adjourned at 8:51 pm.

Happy PCA Anniversary

Twenty Five Years

Larry Bridges

Twenty Years

William Leitner
Mark Skala

Fifteen Years

Frank Johnson

Ten Years

Ronald Greco
Neil Halbert
Robert Hatch
John Ratichek
Joseph Spector
Anthony Tudino

Five Years

Scott Blair
Edward Bookbinder
Fedele Cacia
Alan Merchant-house
Bengt Persson
James Smith

Double Clutching

Bob Canter



A few days back I mailed in my check for the PCA Raffle and as when I happen to buy a lottery ticket, I take a moment to fantasize what it would be like if I actually won. This year's raffle, as you might already know, is for a 2011 Porsche GTS and \$25k cash. On the entry form it states that the winner will have the ability to choose their own color as long as it is one of Porsches standard colors. Being anal and still in my fantasizing moment that I could win this thing, I checked out Porsche's website out of curiosity to see what the standard colors are. We have Carrera White, Guards Red, Speed Yellow and Black... I guess Porsche couldn't come up with anything unique to call Black but Black. Well all things being equal I wouldn't choose the Carrera White because nobody purposely selects a white car. The only reason someone ends up with a white car is because the dealership will give you a deep discount if you would drive it off their lot that day. I wouldn't choose Black even though I do think black cars are the nicest looking cars because I

I must admit that my first thought was one of jealousy when I realized where my 911 would be stored for the winter was going to be better housing than me.

already have a black '84 Targa. For anybody who knows me I have enough trouble keeping one black car washed and polished, so the idea of me owning two black cars would be an affront to anyone who has ever entered a concours event. Guards Red has potential but in reality it would be just multiple speeding tickets waiting to happen as every State Trooper would see me coming for miles and I am not wealthy enough to afford the surcharges here in Massachusetts. So that leaves Speed Yellow... Okay, maybe PCA will make an exception and let me use some of that \$25k cash to upgrade the color to one of those metallic colors like Aqua Blue or Macadamia. Now if only this just weren't a daydream.

Having just recently moved to Salem and presently no longer having my own garage to store my car over the course of the winter I have had to resort to renting space elsewhere. It wasn't the easiest thing to accomplish but fortunately in this age of Craigslist and the like I was able to find a location in Manchester-by-the-Sea. Be-

ing originally from the south shore I wasn't quite sure where Manchester-by-the-Sea was until I 'MapQuested' the directions and it was then that I learned it was approximately twenty minutes from Salem. As we set off in the Targa to go view the property, I kiddingly told my 911 that if he didn't like the place he wouldn't have to stay there for the next five months. As I followed the directions into Manchester one thing quickly became apparent: this was not a place that anyone would ever confuse with Quincy, where I grew up. When we got within about five minutes of our destination it was hard not to notice that we were passing a continual stream of mansions with seemingly the next one being larger than the last. The last instruction was to turn down this little side road, which, if you weren't looking for it, you wouldn't see. In fact, the woman I had spoken to about the space had made a point of me not missing this turn off. Even with the warning I still went by it the first time and had to double back to find it, which actually gave me an added sense of security

that my Porsche would be safe here because nobody could find the road to get to it in the first place. As my girlfriend and I headed down this road for at least a half mile we eventually could see a huge mansion up ahead to our left and slightly beyond that was the carriage house with a rather large

sliding door in front. Back in the 1930s when the carriage house was built it originally housed not only the vehicles of the mansions occupants but it also included the living quarters for the chauffeur and also one of the family servants. I must admit that my first thought was one of jealousy when I realized this is where my 911 would be stored for the winter and that the 911 was going to be living in better housing than I would. You would have to see it to believe it but it was quite something to see surrounded by trees and semi-landscaped grounds. I mean, you always hear that it is always about location, location, location and this place definitely has location. The ocean is but a short walk and from the mansion it is evident you have a clear view of it. The carriage house is heated during the winter at a constant 65 to 70 degrees and the reason for this is that the former servants quarters, which are presently occupied, works off the same heating system that warms the garage section and there is no way to turn off the heat

continued on page 28

One Track Mind

Dick Anderson



We just returned from a long weekend in New York City, a ritual that Ann and I like to perform a couple of times a year. Over the years, we've used all modes of travel except one (bus); I still enjoy driving, yup, right into the city. I must confess that I'm an experienced city driver, having worked almost half my career in Boston. I must further confess, however, that this weighed heavily in my decision to retire from the rat race. It was, however, good conditioning for the occasional trip back into the fires. One section of our route remains my favorite, Connecticut's Wilbur Cross Parkway, a very scenic, albeit narrow, road made more challenging by stretches of on-going construction to widen it. I was very glad I wasn't towing the GT3 (although I think trailers may be prohibited anyway).

We stayed at the Algonquin Hotel, New York City's oldest, and home to the (in)famous Al-

As you enjoy turkey and all the trimmings with your families and friends, please remember all of our service men and women who serve proudly, bravely and away from home.

gonquin Round Table. Commencing in 1919, a celebrated group of New York City writers, critics, actors and wits met for lunch, continuing this tradition for about ten years. The original ten members, augmented by a dozen, or so, more names that would occasionally drop in or out, engaged in wisecracks, wordplay and witticisms that, through the newspaper columns of some Round Table members, were disseminated across the country. Much of their work is currently posted on hotel room doors. Our door boasted wordplay from Dorothy Parker: "You can lead a horticulture, but you can't make her think." Makes sense to me.

We enjoyed margaritas and Mexican food at Toloache near Times Square on Friday night, and were up fairly early Saturday morning to begin walking around the city. The holiday tree had arrived at Rockefeller Center the day before and we thought we'd watch them put it up — quite a production with more scaffolding than your average building project. Ann was pleased to have me photograph her with Lester Holt, the weekend Today Show host who serendipitously appeared. He seems like a very nice guy. We watched the skater's for a while, then headed off to breakfast.

Saturday's dinner was at Sardi's, then we were

off to see Million Dollar Quartet, a musical based upon a real event occurring on December 4, 1956. Four young musicians, Elvis Presley, Johnny Cash, Jerry Lee Lewis and Carl Perkins (some say the inventor of rock-a-billy), gathered at Sun Records in Memphis for what would be one of the greatest jam sessions ever. Ostensibly, to celebrate a three-year extension to Johnny Cash's contract, the reality of the gathering turned out much differently than Sam Phillips, Sun's founder, had planned. Casting was superb; the actors looking (and for the most part sounding) like the singers they portrayed (Levi Kreis, who played Jerry Lee Lewis stole the show). By the end of the performance, the audience was on its feet and the house was rockin'. As a leading-edge baby boomer, I consider Million Dollar Quartet de rigueur for all of us.

On Sunday morning, during our pre-breakfast walk, we literally walked right into a movie scene.

Looking like a police emergency, with NYPD cars everywhere, "Eyewitness News" vans with dish antennae deployed, and a number of curious gawkers, actor Ed Harris was having a well-choreographed fist fight right in the middle of Madison Avenue

next to the Roosevelt Hotel. I learned from chatting with one of New York's finest, that this was a scene for a movie to be released in 2012, entitled Man on a Ledge. Apparently the ledge is at the top (19th) story of the Roosevelt Hotel. Directly below, on Madison Avenue, was a huge air mattress, where a stuntman would presumably land. Unfortunately, we had to leave before anyone did a swan dive.

We left NYC around noon on Sunday and enjoyed a leisurely drive home. We picked up Sam the dog at daughter Sarah's apartment, then headed North on I-93 to Andover, arriving in plenty of time to see the Pats beat up on the "Steel Curtain." A very nice weekend, all in all, enabled by our beloved automobile.

As I write, Thanksgiving is almost upon us and the Anderson's have much to be thankful for. All of us are in good health and we're blessed with many good friends. As you enjoy turkey and all the trimmings with your families and friends, please remember all of our service men and women who serve proudly, bravely and away from home. With this column, I officially bid you farewell. Next month, a new membership chair will be

continued on page 30

Upshifting

Bruce Hauben



It's long overdue and time to pull out my soapbox, simply too many things flying around for the Kid from Littleton to ignore.

Several weeks ago The Boston Globe reported on the front page that, after a lengthy undercover investigation, federal officials arrested dozens of Brazilian illegal immigrants (excuse me, alleged illegal immigrants) who've been taking flight lessons at Minute Man Airfield in Stow, MA. Yes, that Stow, where Joyce and Bruce lived for eighteen years. They were then released pending deportation hearings. Also arrested was the flight school owner, also Brazilian, who'd been charged with being in the U.S. illegally in July, is scheduled for his deportation hearing in February and *is still running the school and giving flight lessons.*

The FAA, who certifies flight schools but is not responsible for illegal immigration, refused to comment, as they are involved with an ongoing

I'd be remiss and unfair if I didn't also give out a few kudos, the first to Jet Blue. Is this any way to run an airline; you bet it is.

investigation over the school's "safety issues." Apparently there is no 'terrorism' threat involved here. But the TSA fell far short of their mandate (DUH... so what else is new?) to "properly check legal aliens" before they attend U.S. flight schools. Many foreigners legally come to the U.S. for flight training where it is far less costly than in their native lands, returning home to lucrative flying jobs.

The whole thing smacks of a Keystone Cops approach to things. Why the hell let a flight school continue to operate if there might be "safety issues" at hand? There may be bona fide legal aliens and citizens also taking flying lessons there. BUT, what really got The Kid's dander up was releasing these alleged illegal aliens so they could continue taking inexpensive (relative to their homeland) flight lessons and then flee the US the day before their deportation hearings. Certainly it would save our courts time and money but shouldn't there be some kind of penalty to be paid for breaking a significant law?

And that leads me right into the TSA's increased use of airport body scanners or full body pat-downs with palms and fingers (no more back of the hands) including breasts and genitals — they

use the euphemism of "groin areas" — if you refuse the scanner. Refusing the pat-down prevents you from boarding your flight). Yes, no question we needed enhanced security following 9/11/01; my issue has always been with the inconsistencies and capriciousness with which security was handled, and what has always seemed to be a lack of common sense. More than once while traveling with Joyce I've been pulled aside for a more detailed search of baggage (maybe that should tell me something — why me and not Joyce?) and simply left one of my carry-ons with her... DUH.

After hearing concerns from parents about the intrusive full body pat-downs of children, the TSA said it has "modified" pat-downs of children under 12. So now all a bomber has to do is hide the explosives in his kid's underwear.

I've had metal in one of my knees for several years as have millions with replacement knees, hips, elbows, shoulders, pacemakers, etc., etc., and all of us have been subjected to special pat-downs — not particularly intrusive and with the backs of hands and wands which often malfunction — but that's the price to get on a cattle-car airplane

these days. I haven't decided what I'm going to do in choosing between the new scanners or the new intrusive and demeaning pat-downs. If I go the pat-down route, I've been thinking about wearing an adult diaper, or maybe when touched I will wiggle my ass, smile, and say, "Ooohhh that feels good, do it again."

Also in The Boston Globe in an op-ed piece written by Charles Chieppo of Chieppo Strategies, LLC. He says, "For over two decades, the Commonwealth's inability to say "no" has left the MBTA in ruins." What impressed the hell out of me is that the MBTA has a \$3 billion maintenance backlog, that the annual debt service will jump from \$342 million in '09 to \$525 million by 2014, and that the fares collected are less than that debt service not even considering normal operating costs. Is it any wonder some of us think government has gotten out of hand?

Driving home late at night last week from Providence it was necessary to stop for gas, so I hit my usual stop in Milford right off Rte. 495. Surprise, surprise when I went to pump fuel and saw a

continued on page 28

Torqued Up

Amy Ambrose



In the span of 7 short days I had occasion to drive with not one, but two racing legends. I received an email from Monticello offering the first few members who responded a driving lesson with Brian Redman. Good thing I psychotically check my droid x for emails every few seconds. Jumped on it and I said count me in. I came in from my first run of the day and as I parked there was a man I had never met smiling and waving at me. Brian introduced himself and asked if he could hop into my car. Could he ever! He wanted me to drive first. I actually wanted him to but I deferred to his modus operandi. 5 laps and he was utterly silent. Not one peep! This could either have been off the charts excellent or...well I'd rather not dwell on the other scenario. The suspense was irking me so I finally just said PLEASE SAY SOMETHING BRIAN! He just gave his trademark wicked grin and said well there was only one turn you could improve and then he showed me. He got behind the wheel and as casually

I had a chance to get hot laps in a Riley supercar Daytona prototype with David Donohue at the wheel.

as possible he drove much much faster than my skillset allows. It was a stroll in the park to him as he had his elbow out the window and kept chattering away about cars, men and money to me, all the while waving his right hand in the air to accent his conversational points. I've been told that an excellent driver will be adept at having the car not even realize it is on a track. Well, Brian led my car to believe we were enroute to Sunday brunch. I, on the other hand, am still at the mash my car around the track stage; no secrets between me and my car at the moment. He knows exactly where he is when I am at the wheel.

At lunch Brian regaled us all about a time when he he flipped his car onto its side and his helmeted head was bouncing along the pavement (he obviously has zero recollection and details were told to him at a later date). The nosy in me wanted to know where said helmet resided. He said he sent it back to Bell. I said my goodness I do hope they gave you a refund. He burst out laughing and said hey I never thought of that! Never too late.

Exactly one week later another stellar opportunity presented itself but this time with another

legend. I had a chance to get hot laps in a Riley supercar Daytona prototype with David Donohue at the wheel. Once again my type A email checking habit served me well. And yes I requested first run of the day. Two reasons. I figured at that time of day all I had in my stomach was coffee and you never know what could happen with the car. Oh stop it; don't get all mad at me. You never know. I hopped in and away we went. My experience with hot laps and professional drivers has definitely found its patterned groove; I find myself smiling so much my face is in literal physical pain. I know why all these drivers are smiling now. I get it. We pitted in and David asked me how I liked it. Only one possible answer - I didn't like it ..I LOVED IT. I suspect that made him smile beneath his helmet. As I was ungracefully (and probably unladylike) removing myself from the passenger seat he then asked me my opinion as to how well he drove the track. Excuse me? Did I just hear him ask me my opinion on his skill? I froze and swiveled around to ask for clarification.

He said this was his first time driving Monticello and he wanted to know if there was anything he should have done differently. I got back into the car, all the while the crowd surrounding the car is

looking at me as if to say what on earth is she doing now? It truly was one of those moments you just cannot let slip by. What really could be lost by offering up my opinion to the 2009 Rolex champ? Maybe a little embarrassment, but that as my dear readers know happens to be well within my comfort zone. So I said, "Well as a matter of fact there were two turns that I would have taken differently." "Oh really" he asked....again I could see a smile behind his helmet. "First, the double apex you didn't need to go all the way to the first apex. When you do that it makes it more difficult for you to properly hit the second apex. And second, on the hairpin you need to come closer to the cone because you have plenty of track out afterwards." He said "I was thinking I didn't have enough track and that is why I took it wider." I said "Well that is an easy fix, just slow it down and you will see how much room you have left; you can always add speed later." Having registered my two cents I finally relinquished my seat to the next fastest emailer.

Drove the rest of the day with my trusty Cayman that never disappoints. At the close of the day we

continued on page 30



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**Calendar
At A Glance**

December
4 Annual Dinner
8 Board Meeting

KTR European Motorsports Tour Saturday January 15th, 10:00 AM

By January, for most NER members, driving our Porsches will have become a distant memory with the cars tucked safely away in garages waiting for spring and another season of driving. One way to keep the car spirit alive is to visit a place like KTR European Motorsports in Ayer, right near Devens' Moore Airfield, the sight of NER's autocross events. We have scheduled a tour of the facility on Saturday January 15th.

Plan to arrive by 10:00 AM on. The session will last about 2 hours and we'll provide coffee and doughnuts to warm you up.

KTR European Motorsports was established over 25 years ago and specializes in the service, repair, performance upgrade and restoration of vintage European sports and race cars. KTR has been in business over 25 years and our staff has in excess of 75 years of combined experience. Located in a 32,000 sq foot purpose built building, KTR is one of the largest of its kind in the United States. Service areas, a full machine shop, chassis dyno, paint booth, metal shop, and car storage are all under one roof. KTR also offers its clients transportation and track support utilizing a semi tractor trailer and multiple smaller trailers and tow vehicles.

We will have a chance to see the showroom, the restoration shops, and have a brief look at their dyno, which is still available to check your car's power output – contact KTR European Motorsports to inquire about this service. Most folks traveling along Rte 2A to Shirley have no idea of the collection of exotic cars tucked under the roof of this building, which is set back enough from the road to be relatively anonymous. A visit to KTR is always worthwhile. Their knowledge, hospitality, and, of course, mind-blowing selection of extraordinary cars will keep your motoring enthusiasm level up until it's time to put your Porsche back on the road.

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

Name(s) _____

Address _____ City/State/ZIP _____

Phone _____ email _____

Please Pre-register for this event; mail send form to:

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

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

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

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

2011 NER Drivers Education Schedule

Feb 20	Sunday	NER	Ground School
April 8-10	Fri-Sun	NCR	NHMS
May 5	Thursday	NER	NHMS DE & Novice Day
June 4-5	Sat-Sun	NER	NHMS
July 7-9	Thur-Sat	NER	Calabogie
July 11-13	Mon-Wed	NER	LCMT
Aug 26-28	Fri-Sun	NER	Watkins Glen
Sept 15	Thursday	NCR	NHMS
Sept 16	Friday	NER	NHMS
Oct 10-11	Mon-Tue	NCR	NMHS

Zone 1 2011 Schedule

February 26/27	National Tech Tactics in Easton, PA
May 14-15	Zone 1 Rally & Concours,
May 26- 29	Zone 1 Watkins Glen Club Race
June 17- 19	Zone 1 48 Hours DE at The Glen
July 31-Aug 6	PCA Parade in Savannah, GA
TBD	Zone 1 Autocross
Sep 15-18	PCA Escape 2011 Flagstaff,AZ

Track Helmets Reminder

The PCA (as well as most other sanctioning bodies i.e. SCCA, PCA Club Racing) requires that the helmets worn during Drivers' Ed and other track events be no more than ten (10) years old. The Snell Memorial Foundation (SA or M) certification of helmets occurs every 5 years.

Therefore, helmets with an SA-2000 sticker or older will not be accepted at NER DE events after January 1, 2011. Helmets must be certified either SA-2005 or SA-2010. No exceptions will be granted except as cited below.

In the past, "M" certification (rather than "SA") was acceptable as well as "open face" helmets (rather than "closed"). This will be discussed at an upcoming Track Committee meeting and reported on in the next issue of the Nor'easter. Any M-2005 and/or SA-2005 open face helmets will be grandfathered if this policy is revised.

SA certification includes fire retardant lining (M does not) and clearly a "closed face" helmet provides more protection than an "open face" helmet. The Snell Memorial Foundation at <http://www.smf.org/> is an excellent reference site. We have always, and continue to strongly recommend SA closed face helmets.

Thrill Rides 2011 - NER's Drivers Education Ground School

Sunday February 20th, 10:00 AM, Hosted by HMS Motorsport



"A great seminar! I hit the ground running."

--Moe Auger

2003 Attendee

(Chief of Novice Development & NER instructor)



"The ground school was a great introduction to understanding the dynamics of the car and a superb lead-in into the DE events that followed."

--Mark Abbott

2008 Attendee



"For me the Ground School took a lot of the anxiety out of my first DE. Thanks to the Ground School I knew what to expect, and had a great, safe day."

--Geoff Kronik

2008 Attendee



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

--Sarah Anderson

2006 Attendee

Ladies, gentlemen and younger drivers.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2011 on Sunday, February 20th. This is NER's annual introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at www.hmsmotorsport.com.

This interactive classroom session will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 20th. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

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

Sure, February 20th is a Sunday in the deep mid-winter and the groundhog is still asleep in his burrow, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer.

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

Who should attend?

Anyone interested in learning about our 2011 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2011, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2011 Drivers Education Ground School at HMS Motorsport Sunday, Feb 20th @ 10AM

Name(s): _____

Address: _____

City/State/Zip: _____

Phone: _____ Email: _____

Cost: Early registration (must be postmarked by January 31st) - \$10 Late/Onsite registration - \$20

Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803

2011 NER Ramble - Save the Date!

While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside April 29-May 1, 2011 and make plans to join our 2011 Ramble to The Equinox Resort & Spa in Manchester, VT. We always welcome you in whatever you chose to drive on the Ramble even if it's not a Porsche. NER's annual ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 125+ Porsches driving the twisty back roads of VT and NY, the way our cars were engineered to be enjoyed...and you don't have to give up sex and food. Well...you're on your own for the former, but I'll take care of the latter.

You'll have the option of arriving at the Equinox anytime on Friday (at a low negotiated rate separate from the rest of the Ramble) to enjoy the activities available in and around resort. Note that for the past several years 99% of you have arrived on Friday to begin your partying. In fact I've gotten our rates beginning on Thursday and extending through Sunday. The Equinox Resort & Spa is now part of the Starwood hotel group; extensive renovations have been done since we were last there. Check things out at <http://www.equinoxresort.com/>.

Register promptly unless you're a masochist and enjoy being on waiting lists. Dining space limitations cap our group at 125 cars.

Full details and registration form will be in the January Nor'easter.

See you on the back roads,
Your Ramblemeister Bruce



YOUR 2011 INVITATION TO SUBSCRIBE TO THE NOR'EASTER

It's that time of year again! Time to renew your subscription to THE NOR'EASTER. Three time winner of the Heinmiller Newsletter Award, PCA's award for BEST region newsletter, THE NOR'EASTER is a must for every Northeast Region member who wants to keep informed of what's happening in the region. With an annual subscription fee of only \$15 for 12 issues, THE NOR'EASTER is a terrific value. Here's only a sample of what your \$15 buys you:



Drivers Ed Event Info and Registration

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- Mosport
- Mont Tremblant
- NHIS
- New Jersey Motorsports

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Autocross Event Info

Tech Session Announcements

Articles and Technical Info and Maintenance Guidelines

News from Porsche Cars NA and Porsche AG

Services and Supplies by our Independent Sponsors and Porsche Dealers

The New England Ramble

PorscheFest Concours d'Elegance

Guest Speakers

Event Highlights and Photos

Tours & Rallies

Social Events Dinners

Monthly Meetings

Zone One Event Info and Registration Forms

- Tech Tactics
- Zone 1 Concours/Rally
- 48 Hour of Watkins Glen
- Zone 1 Autocross

How can you ensure that you won't miss any of these great events... this timely info? Subscribe today using the form provided below. Send it with your check for \$15 (Payable to NER/PCA - no cash please) to Dick Anderson, 10 Cutler Road, Andover, MA 01810. Your subscription must be received by February 15th to continue or start your 2011 subscription. As a new member, you may have been receiving complementary issues in 2010. To continue getting THE NOR'EASTER, you must subscribe for 2011.

Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross.pca@porschenet.com
For information on mailing issues, including change of address, contact Dick Anderson 978-474-0898 evenings before 9:00 - dickanderson114@gmail.com

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DEADLINE FOR RENEWAL IS FEBRUARY 15, 2011

Yes, I want to receive THE NOR'EASTER for 2011. Enclosed is my check for \$15 for the subscription.
 No, I'd rather not receive THE NOR'EASTER for 2011.

Mail to: Dick Anderson, 10 Cutler Road, Andover, MA 01810 - Enclose a check for \$15 payable to NER/PCA. Note: All subscriptions for current subscribers must be received by February 15, 2011 to insure continued receipt of THE NOR'EASTER.



50 Years in the PCA

Copy and Photos by Adrienne Ross, unless noted

Charlie Dow joined the PCA originally in 1958. He bought his first Porsche in 1957, one year after finishing college, while working in a VW dealership. He bought it used, for a good price, 1956, 5000 miles, and he hasn't looked back since.

I recently joined the Dows for a bit of brunch (the monthly meeting at Fireflies) to sit down and talk to them about what 50 years in the PCA has been like. The ups and downs, their fondest memories, and how much it's changed.

The PCA began in 1955, and in 1958 NER was a burgeoning region born largely out of the Touring Club of New England, where it wasn't unusual to have 100 participants in timed rallies every month. As more and more Porsches joined the ranks, an idea was formed that perhaps they should apply to the Porsche Club of America for a charter. In February of 1959, they were granted an official charter, and with 20 something members, the NER was born.

Annual dinners started right away, and membership grew quickly. Our region included NH, Eastern MA, RI and ME, and everyone had a 356. Drivers education events consisted of au-

tocross in the Shoppers World parking lot. Time distance rallies were the activity de jour, but some folks began to value their marriages more than their score, and so our rallies became tours, which the Dow's still organize.

Concours started from the very beginning, of course, because the beauty of these machines is the beauty of these machines. Charlie has been to 32 (all but 2) parades since he joined, starting in 1960, and Martha has been to 29 starting in 1963, when they married.

Martha tells the story that Charlie sold her a VW, and Charlie offered to drive her home in his Porsche. She very happily accepted.

Charlie has been President of our region, activities chairman, and treasurer. In 1961 NER ran the Porsche Parade, and at the time Charlie was the acting national treasurer. In 1970 he was Chairman of the National Parade.

Their favorite parade was in Boise, ID, everyone was so friendly and nice. Idahoans couldn't do enough for us. They shut down the down town main street for the PCA, and the lo-



Charlie and Martha Dow (photo by Dave Weber)



Martha has been working on this quilt for quite a while. Attached are patches from all of the Parades they have attended. The VIP Patch is really VI (Six) P (parade). Opposite- Close ups of some patches



Charlie and Martha, 2010 (Photo by Chris Ryan)

cal Corvette club helped us out by blocking off the side streets. Their favorite events were the ice races at Lake Kalulamuck. Local churches would put on a church supper, and they would slalom across the lake, learning how to drive in the ice and snow. Stories were told, and hilarity ensued, but probably not the kind of thing I should print.

Thanks to both of them for taking to time to sit and hang out with me. They've promised to at least look into some old pictures for me, and again, I hope to be able to share.

If you see the Dows at an event, sit down and ask them about their history with the club. It's really amazing.

NOTE: The math adds up to 53 years in the PCA, but there was a few years off in the middle somewhere. Charlie and the PCA renegotiated his start date as 1960.



NOR'EASTER Time Machine

Copy by Adrienne Ross and Scans of original Newsletters

Steve Ross is such a thoughtful guy. Late for my birthday, he bestowed upon me this really amazing gift; a box full of NOR'EASTERS. Some of them date back to 1960! It wasn't all of them mind you...but one for each year roughly (minus most of the 60s & 70s). An amazing archive!

History is my thing. Group dynamics, (ie culture and religion) and anthropology, is something I get excited about. (Plus theoretical physics - really - but that's another column.) I LOVE this box, and have been going through it for days. I've been engrossed with the history, and the fun. I thought it might be nice to reprint a few of the gems here for all of you as well.

It comes with a request. If you have some NOR'EASTERS hanging about your house, perhaps you're a collector, or just can't throw things away, if they're taking up space in your attic, or office, and you don't want to throw them out, but they need a new home, please write or call, and we'll make some arrangement. I would love to have them. I'm looking especially for the issues from the 1960s and 70s.

The request still stands for the pictures and stories as well. Come on, who wouldn't want to see their baby featured in this fine, fine publication? Winter is upon us, and if you're not out driving your car, you should dig up something cool to share with the class. I'm looking forward to seeing them!



NORTHEAST NEWS

porsche club of america NORTHEAST REGION, INC. VOLUME 11 NO. 1



Sallye

COMING EVENTS

- January 24 Tech Session at Pass & Weisz. Full details on page 3.
- February 15-16 Ice Trials at Club Woodcrest, N.H. hosted by Nancy and Ed Broadhead. Read all about it on page 2.
- March Gymkhana, to be hosted by Fay and Roy Leon. Watch for info.
- April 20 Patriots' Day tour, to be hosted by Sue and Gil Meyer.

Each to be followed by a social get-together with plenty of Porsche-talk and a chance to meet with the people. Watch your Newsletter!

1.

ICE EVENT !!

Here is the schedule:

February 15, 10:00 A.M.
Practice, free tobogganing.

February 15, 8:00 P.M.
Dinner at the Edgewood, in New London, N. H. @ \$4.50 including tax and tip. Pre-registration required, only the first 50 can make it.

February 16, 9:30 A.M. Timed runs.

February 16, 12:30 P.M. Sunday Church buffet lunch in Springfield, N. H. @ \$1.50 each.

February 16, 2:00 - about 4:30 PM
Continuation of runs.

Now the above bleak schedule leaves out some very important things. The cost of running is \$5.00 per car plus one Family Member. Cars other than Porsches can run but will not be eligible for trophies. Nor will any cars with studs or chains be so eligible. Snow tires are OK

Hors d'oeuvres and facilities of the Lodge are included in your registration but you must make your own reservations for Saturday night, if you intend to stay over. Edgewood Inn, Lamplighter Motel or New London Inn are suggested, all are in New London N. H. Phone for arrangements.

One big deal. Dorm style pads are available in the Lodge if you bring your own sleeping bags and scrounge your own breakfast. Coffee will be provided and the tab is \$2 per person for this bit. No discount for doubles. Limit here is 15. Write or phone Woodcrest Inn (603) 763-5344 if you want this.

And the final bag is dancing Saturday evening until 12:00 at the Lodge for \$4 per couple, \$2.50 stag. No advance info needed. Just come. Live music, fixings provided.

But send in your registration - see page 7. And arrange your own room.

This traditional ice event is understood only by those in the know. It happens once a year and, for most of us it amounts to this. We love the schedule and try to follow it very dutifully. In so doing we love the warmth of the Lodge with its big & warm fireplace, it is just a short walk to the course. We run out and assist cars which are hung up on the snow banks. We have fun running on the lake which is plowed for about a 20 foot path and if we get into a snow bank that's part of the fun.

Our knowledgeable passenger says wear lined boots and warm pants, a pair of warm mittens is a necessity. She also says that the Edgewood is really the place for dinner, the owners are great and the drinks are generous. The Saturday evening dancing does not require a party dress, your slacks are perfect. But take off your boots which you have been wearing on the course. No one will mind, all boots are stored inside the entrance.

New Hampshire has some strange laws on cocktails. You may bring your own to any party but if you order a drink in a restaurant you must first be prepared to have something to eat.

The whole thing can be summed up as follows:

1. Register by postmark not later than February 5 for the event at \$5.
2. Do the same at the event for \$6.
3. Add on your goodies such as the lunch and dinner on the form.
4. Make your own Saturday night arrangements with an Inn

But come for fun! Children have had a great time at this event, the Lodge has a player piano which does work. If you don't like the deal you can go skiing and come back for dinner. But hoisting a car off a bank is the most fun of all. If you don't believe it, try it!

See you there.

2.

Ice Driving event and rules, January 1969.

FLASH!
 THE PORSCHE PARADE WILL BE HELD
 BY THE NORTHEAST REGION IN 1961
 IT'S OFFICIAL &
 PLEASE HELP MAKE IT A HUGE SUCCESS
 IT'S UP TO YOU

PCA NORTHEAST NEWS

FEBRUARY, 1960

EDITOR: J. F. Wencel

THE MISSIONARIES ARE COMING

- ANNOUNCING: A PCA Technical Session
- WHEN: Saturday Evening, Feb. 27th
- WHERE: Hotel-Motel 128 at intersection of Routes 128 & 1
in Dedham, Mass.
- WHO'LL BE THERE: Guests will be Wolfgang Rietzl and Lars Schmidt of
Porsche of America, Inc.
- PROGRAM: 7:30 PM to 8:30 PM Social Hour (no reservations
required) followed by a Porsche session with Messrs.
Rietzl and Schmidt.

Porsche of America, Inc. (not Porsche Club of America) is a separate group representing the Porsche factory directly. Its prime function is to further Porschering in the U.S.A. by trying to improve relationships between owners, dealers, distributors and factory through the use of service schools, etc. as well as doing "missionary" work with P.C.A. Regions across the country.

Herr Rietzl and Herr Schmidt, we are sure, will provide the type of program you have asked for--so please be there with your questions concerning the "Beetles."

ALL ARE WELCOME!

"VINTAGE" PORSCHERING

On Friday evening, January 29th, over 27 Porsches arrived at the Lafayette House in Foxboro to hear the well-known Porsche enthusiast-competition driver, C. Chandler Lawrence, speak on the "early days" of Porschering i.e. back around 1951.

This was a really interesting session, well illustrated by color slides. It makes you realize just how much of a pedigree the old Porsches have. Even bits and pieces of the old "beetles" have been tracked down and are found to be still running. One interesting example--Chan showed a slide of his old Porsche cabriolet (about '51) with a coupe of the same year alongside. He explained that this coupe hit a bridge abutment at speed and was demolished. It turns out that Ted Smith (our Tech director) painstakingly stretched that same

The earliest example in the archives of the Regions Newsletter. From February 1960. 1 Year after receiving our Charter

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NEW!!

Letters to the Editor!!

I'm asking **YOU**, the Members to

send  Letters



to **ME**,

the Editor!

OR... email letters and/or photos to me at:
aross@porschenet.com

Does your Porsche look like this?



NO??

Well, I'd like to see it!
Even if you've been a member for 30 years, I still haven't seen your car, and hundreds of other members haven't either!

Show off your baby! We want to see it!

Please send hard copy pics to:
Adrienne Ross
PO Box 760727
Melrose, MA 02176
Put in a self addressed stamped envelope and I'll mail 'em back to ya.

WAR STORIES??

You know what CAR enthusiasts like? War stories...

Good or bad, we all like a good car story. Do you have one to share? We'd love to hear/print it!

Before and after pics? We love those too!! Tell us your car story!



tips...

Driven that Porsche for 25 years, and think you know it all?

Tips of the trade, car covers, types of tricklers, fuel additives, or winter storage.

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Porsche News

Copy and Photos by Porsche SE

Lightweight car with exceptionally sporting ambitions

The Porsche alphabet reserves the letter R for very special sports cars: R for responsive and refined – but most especially for racy. The new Cayman R combines all these attributes without compromise. 55 kilograms (121 lb) lighter and with ten horsepower more than the Cayman S, the new mid-engine coupé from Dr. Ing. h.c. F. Porsche AG, Stuttgart, is designed for spectacular road behaviour. With its specially adapted sports chassis, it provides an even more precise driving experience than the Cayman S. The Cayman R makes its world debut today at the Los Angeles Auto Show.

The new mid-engine coupé is powered by a tuned-up 3.4-litre six-cylinder engine developing 330 hp (243 kW). In the standard configuration it transmits its power to the rear wheels via a six-speed manual gearbox that propels the car from 0 to 100 km/h (62 mph) in 5.0 seconds. Or there is the option of the seven-speed Porsche Doppelkupplungsgetriebe (PDK) that reduces its acceleration time to 4.9 seconds. For even more impressive sprinting performance, the Cayman R can be supplied with one of the optional Sport Chrono packages, taking it to 100 km/h (62 mph) in 4.7 seconds. The new mid-engine coupé is capable of a top speed of 282 km/h (175 mph) with manual gearbox, or 280 km/h (174 mph) with PDK. Its NEDC fuel consumption is 9.7 l/100 km (29.12 mpg imp.) with six-speed gearbox and 9.3 l/100 km (30.37 mpg imp.) with PDK. The main aim during the design of the Cayman R was to improve the two-seater even further in its performance, driving dynamics and agility through consistent weight reduction. With a DIN unladen weight of just 1,295 kilograms (2855 lb) the Porsche engineers were able to reduce the power-to-weight ratio of the coupé with standard manual gearbox to 3.9 kilograms (8.6 lb) per horsepower, with the PDK version weighing 4.0 kilograms (8.8 lb) per horsepower. The largest savings were achieved through the use of lightweight components and doing with-

out convenience equipment. As for the 911 GT3/GT3 RS and Boxster Spyder, an optional lithium-ion lightweight construction battery is also available. In addition, the top model in the mid-engine coupé is equipped with the lightest 19 inch wheels the entire Porsche range can offer. The complete rim set weighs less than 40 kilograms.

The Cayman R's purpose and purist character can be seen at first glance. The extended silhouette of the bodywork, which has been lowered by 20 millimetres (0.79 in) compared to the Cayman S, combined with the distinctive fixed rear spoiler, the high-quality silver-painted wheels and numerous sporting highlights on both the interior and exterior, ensures an individual appearance. The black-framed headlights, black exterior mirrors and the "PORSCHE" lettering on the side – in contrasting black or silver, depending on the body colour – take design cues from classic Porsche racing cars.

Precisely this lettering was the trademark of the first Porsche with the "R" designation, the 911 R of 1967. It was created for racing sport use in a small series of 19 cars. The "R" was a prototype based on the standard coupé with a 210 horsepower Carrera 6 engine and, thanks to its many plastic components and extremely sparse equipment, weighed only 830 kilograms (1830 lb).

The new Porsche Cayman R will go on sale from February 2011. The price in Germany will be EUR 69,830.



Continued from previous



in the garage without doing the same in the living quarters. On top of all this, the owner has no objection if I come over at anytime to do some work on the Porsche. Now the floor of the garage is wood. Tom Tate has suggested to me that I purchase a painters plastic drop cloth to place the car on top of to keep moisture out from under the car, and that I spread mothballs around on top of the drop cloth as well as blocking off the exhaust pipe to deter rodents. Tom is probably right when he says that this will be more than enough to protect the car but as an added precaution I plan to place a few bars of Irish Spring soap in and around the engine compartment, front trunk and interior as well. As I write this article it is the middle of November and within the week I will drive up to Manchester-by-the-Sea to store the Porsche away. Maybe I'll just bring along a sleeping bag and keep it company for a few days.

I just want to take this moment to mention that this is my last article. Originally when I began to write this article it was because I had taken on the position of Administrative VP of the club three years ago and, as such, the responsibility of writing a monthly article. Chris Ryan took over the position of Admin VP for the last two years but I continued to write the column. It was part of the arrangement that Chris and I had. Well Chris's term is up and now Bill Seymour will become the new Administrative VP. I have very much enjoyed the opportunity to write these articles for the past three years, and I hope even briefly each month I gave you something that entertained you in some way.

was creeping by the two-car pile up, focused on the road ahead and not the accident.

As I motored along and begin to accelerate gradually I was shocked to see that once beautiful Mazda Miata now a wreck in the left lane. "What the heck happened?" was the first thought that ran through my head. Did the driver accelerate wildly and lose control and hit the Jersey barriers? Did a larger vehicle punt him into the wall? For either reason I would question what is the huge rush?

Isn't it amazing that people don't use common sense when driving in bad conditions? I also find it fascinating that people, not all of them, in AWD or 4WD vehicles forget the laws of physics when they drive in the snow. Yes, you have better traction and can go forward in a straight line really well. They tend to forget that stopping and turning is not as easy and the faster you go the harder it is to turn and stop.

Oh well. The commute, which takes me three hours on a typical day, sometimes less if there is no traffic, took me five hours in total. I ended up getting to the office at 10:00am and then put in a pseudo full day until 8:00 pm. I have to admit that the stress and strain of the drive was not helpful for my disposition. ;)

Not much else to write about these days, so I'll just close with the standard 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!

giant yellow sticker at the nozzle telling me that I WAS NOT TO TOUCH THE NOZZLE, the gas was full service only. Yes dear reader, you know that this man was not going to wait for a busy employee to find my car and pump my gas, so off I went pumping my fuel until the employee got to me and insisted that I hand over the nozzle. Upon inquiry I learned that ALL of Milford is now full service fuel pumping. Hot damn, all those struggling station owners and lessees have one more noose around their necks, now required to hire extra help to pump gas 24/7. No need to wonder how much business they've lost to surrounding towns where the prices are lower. And if they're not lower, they're sure as hell making more money than those out of luck station people in Milford.

I'm sitting here laughing as I realize that my rants this time are all aimed at government, and I know you don't want to read previous irritations over again. Looking back at the above, if that's all that's bothering me right now, guess I'm in pretty good shape for an old curmudgeon.

I'd be remiss and unfair if I didn't also give out a few kudos, the first to Jet Blue. Is this any way to run an airline; you bet it is. The web site is clean and efficient. Their one-class planes have

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Continued from previous

plenty of legroom even for me, without paying a reasonable up charge for seats with a few extra inches of pitch. The leather seats are great and everyone has its own little TV screen with your choice of a large number of real time programming and music. Fares are very reasonable and their mileage program is great, if there's a seat on the flight you want, you get it with your miles, nothing blocked out.

And personnel, they seem to have a vested interest in the company they work for. They're given the authority and responsibility to solve your problem then and there on the spot. The hiring process sounds like what a little six-person company would go through. Try them out; you may like the experience.

When we moved to our present location six years ago we put new Danze faucets in our master bath. Recently, renovating parts of all three baths in the house we moved those 6-year-old faucets into the other bathrooms and I wanted to replace the visible parts of the drains in the sink as the hard water had done its work and they looked a bit disreputable. So I called the toll-free number, prepared to pay for new assemblies, and was awed when they shipped them out the same day, *no charge, no freight*.

We very much like their contemporary designs (and were impressed with their customer service) so ordered all new faucets for the master bath sinks and mixing valves and shower heads for the new shower. Well, the new shower assembly was causing hammering in the water lines (had not been there previously) and our plumber could not figure out how to fix it so said call them and get a new mixing valve cartridge. They shipped it out without question, the plumber installed it and we still had the problem so his answer was to call them again and get an area rep out to the house. Well it seems that they don't have area reps but a senior tech called me back, spent 90 minutes walking me through a very simple adjustment which eliminated the noise. The plumber had turned the internal valves to the 100% on position, something that would seem to make empirical sense; I'd have done the same thing myself. Well, by turning them 100% off and then gradually turning them on until there was full water flow and pressure – maybe 35% of full open – the noise miraculously stopped; another great company with a great product and service.

Remember to watch for the January issue of this outstanding rag – special kudos to Adrienne Ross, our great editor – for details on the 2011 Ramble and the registration form. We're capped at 125 cars so get your check in early.

Also in this issue is an up-date of our 2011 DE schedule, and reminders of helmet and seatbelt/harness requirements for DE. Remember that our entire DE season's registration opens March 1, 2011. It is particularly important that student drivers – those not yet signed off to solo – register for your events early, otherwise you'll be on the wait list waiting for our recalcitrant instructors to sign up for the events.

Around the Cones - continued from page 5

any number of nationally known products. The seats should be careful vacuumed of dirt in the pleats before cleaning. Other surfaces to be addressed are the hand brake, armrest, shift boot, armrest pulls, and the dash if the car is optioned with a leather one. It would not hurt to do the constantly touched areas such as the steering wheel, armrest pulls, shifter and hand brake more often.

An annual feature of the dinner meeting in December is trophy presentation for some of our perpetual awards. To this end, they need to be updated by having the new recipient's name engraved on the surface. As president that duty has fallen on me to locate and make sure they are newly engraved and clean for the meeting. The Silver 356 trophy which is held by the president, has a removable plate that includes the wheels, check out the body as it sits in stands on my wall unit sans the plate and wheels, which are out being engraved.

That's all for now. I hope you all have a Happy Holiday season and a healthy and prosperous new year.



The Silver 356 "on blocks."



Four Speeds- continued from page 6

sured the length of what I needed to replace. It was like the old measure twice and cut once rule in carpentry. Then I cleaned some bolts and went to bed.

A call to RI entered the order and it was on my workbench the next day. I really didn't want to finish this job so quickly but everything was ready to go, so I could delay no longer. Besides I was out of dirty bolts to clean.

The fuse box is up under the dash and in a tough spot to access. Actually it isn't that bad but I've discovered that I can't lie on my back with my head and hands up in the air for more than a few minutes. It's like stopping in the middle of a sit-up (you remember those, right?) and then holding that position until you count to 100. I couldn't do that when I was 30, let alone now. With a thick blanket on the floor of the car I got a cardboard box just the right size and put a car towel on top for my head to rest on and it felt like Archie Bunker's recliner. If I turned my head just right I could even see the TV that was hanging on the garage wall while I waited for the soldering iron to heat up.

The damaged wires were fixed in short order and the missing portions replaced. Shrink-wrap (I love that stuff) covered the repair quickly with a little heat from a new heat gun that replaced my wife's hair dryer last year. She wanted hers back; I figured she forgot I had it. Hello, Northern Tool.

All that was left was wrapping the harness in the vintage cloth tape that the wiring company had sent. Even that job was less work than I expected and the harness went into the tube to the front compartment with very little fuss. Looking into the cockpit when the job was done everything looked like a pro had been there. Of course nearly all the wiring will be out of sight but I'll know that it's done correctly.

The lesson learned here was the same that I'd learned before. That is that the "longest journey starts with a single step." I'm not sure why I forget that now and then, but it's nice to be reminded in such a productive way. The entire wiring repair probably took less time than I spent installing the new brake lines but I kept dancing around the task like it was going to take forever. From here on the jobs are easier, in part due to the past successes. I don't think there is anything I can't do to get this car ready for a ride by spring. I may have to do it more than once to get it right, but I've done that before. Many times.
KTF

One Track Mind- continued from page 10

in place and will share his/her thoughts with you. I've enjoyed writing One Track Mind these last two years and I hope at least some of you have enjoyed reading it. Happy Holidays!

Torqued Up- continued from page 12

were all hanging around the bar section and the Monticello PR dude Roger came up to me with David in tow and proceeded to introduce us. I said not necessary... David and I go way back to this morning as I was his first...of course I kept talking and had to add that noone ever forgets their first. Everyone within earshot got to blush. Then David said oh and I took your advice. You were right on both turns and I got around them faster when I did what you said. Yes it truly happened and I have witnesses! Not only was I able to make him blush and laugh I was able to dispense advice to someone who does not need any advice! Good day all around. Good day and good month!

I am heading out momentarily for my last driving day of the season. I know I know...broken record. Didn't I already say I was done? Well it's an opportunity, it knocked and I am hopping into the trusty steed for one more day of driving fun before the white stuff flies. Hope to see you all at the winter gala December 4th. Be there!



Hot laps with David Donohue.



Taking out the prototype.

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New Members

On the Edge- continued from page 4

New Members November:

Ray Braz
Chatham MA
1975 914

Jerrod Capasso
Auburndale MA
2001 911

Adam Cramer
Quincy MA
2009 Boxster S

Carl Gravina
Leverett MA
1997 911 turbo

Gary Hamilton
Ipswich MA
1982 911

Kathleen Mccusker
Riverside RI
2007 Boxter S

Thomas Mitchell
Boston MA
2007 Carrera

Tom Mullen
Maynard MA
2002 911

Karl Ng
Hope Valley RI
2011 Boxster

Guy Rodomista
Wayland MA
2004 996C4S

Ken Starkey
Sudbury MA
2005 911 Turbo S

Edward Walk
Needham MA

Transfers in

Fleming, Danielle
16 Meriam St
Lexington, MA
Transfer from: Potomac (POT)
1995 911

Odlum, Kevin M.
504 S Main St
Attleboro, MA
Transfer from: Connecticut Valley
(CTV)
2006 Carrera Silver

ever done. How the hell will we get down?"

So I stopped, mid hill, and we discussed.: Finish the hill? Go back down, and live? Hmmm...

In the end, we decided to live another day, so I threw the truck in reverse, and turned the wheel. (You see, I was going to turn around and drive down the hill.) And that's where the well founded fear part kicked in.

I turned the wheel sharply, and backed up. And more suddenly then I had hoped, I had this tremendously high profiled vehicle, agonizingly unbalanced, perpendicular to a VERY steep hill. Sideways, in a brisk breeze, thinking seriously about the shortcut to the bottom, which was to say, by rolling itself down.

Oh dear....

"Nobody move. Nobody breathe. Don't even think downhill thoughts."

We sat, for what seemed like an eternity, as I did the physics in my head. Weight, position, not dying on this hillside, gravity, don't panic, carry the 2...

Finally I turned the wheel back down the hill, held my breath, and released the clutch very very gently, until we turned back into a backing down the hill position.

We survived, as evidenced by my editorialship, and I never ever drove up that hill again.

I'm on my third Pathfinder in 14 years. I have loved each of them, and it's now that time of year to bond again with my latest one. I'll miss my little flat six wonder, but absence makes the heart grow fonder, or so the saying goes.

But I actually hope to continue my education about Porsches, their engines, and everything that goes with them. I've found a new interest in the subject, and my Porsche guru always has something new and fascinating to relate to me about my burgundy girl. I go to parties and repeat what I've learned as if Aristotle himself had imparted a new gem of information, and it's my duty as a good Porsche citizen to share my new found wealth. I'm really hoping someday to get to tear down a flat-six, maybe even mine under superior supervision. I'm finding that I need to know how it all fits together in there. Boy you can take the girl out of the garage... etc etc.

Speaking of continuing my education, I hope to see you all at the winter events, the Gala, KTR, and whatever our new Activities VP dreams up. Welcome to all of our new Board members, and to those who have stepped in to a few other volunteer positions we have. I'm very happy to have y'all on our team.

Marketplace

For Sale

1969 Porsche 911 T. Coupe white/red very good condition. 5spd, fuchs wheels, newer paint, COA, garaged. \$20,000 OBO. Jack Koes (508) 245-3504; email koes.jack@hal.sysco.com

2004 GT3 - Black/black with approx 19K miles. VIN # WP0AC29924S692393. Full leather interior, red stitching on dash & door panels, console delete, Euro GT3 leather seats, Tequipment stainless steel roll bar w/Schroth harnesses, thicker steering wheel and many other extras. Four new Michelin Pilot Sports and front rotors installed in August. Factory leather seats and a set of Fikse FM10 wheels with Pilot Sports mounted also included. Maintained by EPE, and garaged year-round with no winter use. Photos available. \$56,500 - Steve Artick sartick@gmail.com or 781-272-7227

1986 944 Turbo. Outstanding survivor with only 29,838 miles. I purchased the car in 88. It is Graphite Metallic over Grey Beige Full Leather Seats Front and Rear, Heated Seats, Limited Slip, Central Locking, Sport Seats, 16 Fachs, Rear Wiper, Cruise, Sport Shock, Alarm, Sunroof. Asking \$15,800.00 OBO Barry, 401.465.1900/brbixby@cox.net

Cayenne winter tires and rims. Four tires and rims used one season. Fit all models including Turbo. \$500, Gene at 508-2723-6866 or gtrem79@hotmail.com

1985 911 Carrera. Iris Blue / dark blue leather, 73K miles, sunroof, Kenwood sound, new always garaged, never seen snow, runs and looks like new. rdecelles001@gmail.com, 978-422-8071.

South Sport Tire trailer, large stainless tool chest, holds four tires, excellent condition, stored indoors. First \$ 650.00 Boxster 987/ Cayman hitch available. Anthony Curreri 401-742-6235 or rs911@cox.net

Wanted: 996/997 coupe roof rack (Porsche Roof Transport System or RTS) and/or the ski attachment. Mark Padgett 508-278-9107 or 55midengine@charter.net

HOOD for 2000 996, currently arena red. Has three small dents from a parking lot incident. So needs some work. Yours for \$225 or BO Ginny (vhy4167@hotmail.com)

1995 968 Coupe: black/black partial leather , mileage 141k, meticulously maintained, new sport clutch-dual mass flywheel-993 turbo brakes-all done at 125k, new suspension done at 115k, cup wheels w/crests, cd changer, all service current. \$13,500 Frank - (603) 924-8866

2002 911 Carrera 2. Seal Gray/Black, 37K miles, heated power memory seats, PSM, Xenons, AM/FM/CD, 18" wheels, records. Mechanically excellent, cosmetically very good. No track or autocross. Asking \$26,500. Charlie Learoyd, bkridger@verizon.net or 978-263-4684.

1999 911 Carrera Coupe. Speed Yellow/Black. 6 speed manual. Only 49,000 miles. California car, only two meticulous owners since new. Always garaged, no accidents, no track, not driven in winter. 18" factory wheels with colored crests. Power everything including heated seats, Traction Control, white instrumentation, CD player/custom sound, headlight trims. Service documents and all original manuals. Outstanding condition and drives like new. \$27,500. David Walton, Ipswich, MA. 978 810 0036. davidwalton7@comcast.net

2002 Porsche 996 Twin Turbo Features: GT3 interior, adjustable suspension I am the second owner of this well maintained Seal Gray 911 Turbo. Many upgrades. New factory installed engine with only 8k miles on it since installation. I purchased car stock with 49K miles. I have added well over \$10K in top-shelf upgrades. Installed over the last 2 years: Porsche factory GT-3 seats and matching techquipment Stainless Steel Roll bar, and Schroth harnesses. Adjustable PSS9 Bilstein suspension and adjustable H&R Sway bars. Porsche GT3 Clutch and more. Have all original seats as well. Engine is stock. 58K miles, PASM, 6 SPD, full black leather, 6 CD. \$47,995 or \$49,995 or BO.. Jeff Attschler. email: caterhamsv2002@yahoo.com

1992 968 Cabriolet. Amazon green (actually more blue than green), Tiptronic, 110K, belts and pump changed at 96K, newer blemish free black top and cashmere interior. Comes with Dunlop snow tires used 2 seasons. New Kumho w-rated street tires. Runs great, usual cosmetic blemishes for an 18 year old car, but looks great too. Asking \$11.5K. Somewhat negotiable. Steve 508 588 4489

2004 911 GT3 Midnight Blue Metallic, Black Interior, 20,000 miles, Xenon Headlamp Package, everything else stock. \$60k. David - 617-697-2679 or davidid22@yahoo.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

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