



Polo & Porsches @ Myopia
NER at the Drive-In

PORSCHEFEST 2010
COLLINGS FOUNDATION TOUR

THE NOR'EASTER

2010 JULY 2010

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COVER



Cover Photo
Cover photo of cars outside EPE at the recent tech session by Adrienne Ross. Adobe Lightroom editing effects by Susana Weber.

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On the Edge

Adrienne Ross



Ok everybody it's been a big month – so buckle-up. So many things have happened in one little month! I had an epiphany about driving, and shopping, I learned some really interesting things about Porsches, I went to the races, I volunteered, I was called a “car geek”, I drove and drove and drove....so many things.

Recently, a very good friend of mine called me a “car geek.” Really? A car....geek? Hmmmmm I don't see myself as much of a geek, but umm, maybe. Originally the term referred to a carnival performer often billed as a wild man whose act usually includes biting the head off a live chicken, bat, snake or bugs. Ummm, no.

How about this definition? One who passionately pursues skill (especially technical skill) and imagination, not mainstream social acceptance. Ooh, that sounds promising. Ok I'll take that.

I read a LOT of high-performance car magazines. Why? I have no idea really. Sometimes for ideas for our little publication, and sometimes just because I want to confirm how I feel about

The steering reacts at thought speed to every input. And you can download ridiculous amounts of data through your palms...

certain cars. Like, a few months ago in Motor Trend, I read a review of the Boxster's “almost pornographic” intimacy with the road. And I thought “Yes!” that's a very nice way of putting it! Here's another from Top Gear Magazine, “The Superleggera may be easy to drive, but it never ever stops mainlining information. Which is knacker-ing. The steering reacts at thought speed to every input. And you can download ridiculous amounts of data through your palms; at one point driving across a cobbled section of roundabout, I could not only tell you the shape and size of the block paving, but that one of the sets on the right hand side of the car was loose.” Yes! I know exactly how that feels!

Moving on, the NER went to visit EPE, ask questions and eat good food (which is really pretty typical of this bunch. (Who knew that Porsche people would be foodies?) Jerry Pellegrino was our host for the morning, and took us for a tour of his shop, and the cars he was working on then. There's quite a few tidbits about the outing already in this issue, so I won't go into detail. But

I would like to also extend my thanks to Jerry for having us, and being such a good sport about all the questions. Thanks Jerry!

Next I took a drive out to Watkins Glen to the Zone 1 “Clash at the Glen.” Wow! What a time this was for a newbie! First, for those of you who don't know, it was a Club Race event. So, everyone driving there has some experience on a track, and it's not like a DE, this IS a competition, and you ARE timed.

It was like a whole new ball game out there with this one, and it was SO exciting! I really just went to hang out for one day; to see some new friends race, and to volunteer if I could. But what I got was another few hundred lessons in Porsches, what they can do, what they probably shouldn't be doing, and the quality of people in the club. I met quite a few new folks who are members of NER, and again, they were warm, and wonderful and welcoming. I met some people that I already know as well, and they were also just as nice as they could be, answering my questions, and taking me on mini tours of the track. It was really cool! I even got to hang out in the hot pits...and again, learned a lot.

The weekend was over way too quickly though, and soon it was time to go home. My head swimming with images from the track, and some social time squeezed in, I hoped in my car, and drove the 5 hours home. If you're the littlest bit interested in driving your Porsche on a track, even if it needs a few modifications you don't plan to make now.... I highly recommend you find a time when a PCA group is on one of the 4 tracks within reasonable distance to Boston, and go and hang out for the day.

We also went to the Collings Foundation this past month. What a cool place this is! Thanks so much to the Collings family for having us! It's a really great collection, and they have a full table of events that run at different times of the year. Check it out on the web.

The Board is planning some very good stuff for the late summer. Old, or new, been there or not... you should come replace divots with us, or take in the movie at the drive-in in your favorite car. I'm excited about these events, and we'd love to see you there!

Around The Cones

Steve Ross



Now that June is here, we finally have some time to take a breath after the busy schedule that we have had during May. The Ramble and Novice Day at NHMS were covered last month. The following weekend we hosted in incredible 84 autocrossers at Devens. A week later, 35 avid tech types gathered at EPE for a discussion of all things Porsche, particularly the mechanical aspects, courtesy of Jerry Pellegrino. June kicked off with some 60-some-odd members (many of them first-timers) visiting the Collings Foundation museum featuring vintage airplanes and automobiles. As this is written, the annual German Car Day will be held at the Larz Anderson Museum of Transportation on Father's Day, June 20th, and again Porsche will be very well represented.

July, although light on number of events, has two Canadian DE events: at Calabogie, then a few days later at Mont-Tremblant. In between, we have squeezed in an autocross at Devens to keep the competitive juices flowing. Truly a line up for

July, although light on number of events, has two Canadian DE events: at Calabogie, then a few days later at Mont-Tremblant.

anyone interested in Porsches and the people that own them.

Here's an interesting technical tidbit concerning Boxsters, Caymans and 997s from '05 and newer: you don't have a spare tire anymore. Instead you have a small compressor and some glue to repair a flat tire. Contrary to popular belief you don't just 'spritz' the glue into the flat tire with the compressor, but instead must deflate the tire by removing the valve in the stem while on the car (since there is no tool kit to remove the tire any more) then pump in some glue reinstall the valve and pump up the tire. This of course assumes that you can patch the tire — if you have a sidewall puncture or large hole in the tread you are out of luck. One option is to carry a spare tire from an earlier model car; they can be procured thru various classified ads in Porsche-oriented websites and at salvage yards. You will also need to obtain a jack and tire removal tools; some sellers may include the tools and jack with the tire. The alternative is to have roadside assistance

and hope you don't break down in the wilderness hundreds of miles from a repair shop.

Back to the story on automobile model names that I started last month. BMW, in typical German fashion, followed the Mercedes system of naming series of cars by relative size, thus we have the 3-, 5-, 6-, 7-, 8-series, with "6" and "8" representing coupes. The engine sizes were also designated by numbers in liters and were mostly accurate, but not always. Letters many time followed the engine size with "I" or "II" indicating (fuel) injection, "x" as in "xi" or "ix" indicating all-wheel drive, "C" for coupe or convertible, "S" for sport, and so on. Of course, the "X" for SUVs and "Z" for two-seat sports cars dispensed with the engine size designation and, like the "M" series, were listed first followed by the body style (e.g. X5). BMW also uses an internal body style designation similar to Porsches. In the early days of BMW, the 2002 and 1600 or 1602 referred to the engine size and number of doors, and "ti" and "tii" included the "I" designation for fuel injection.

The other major German import, Audi, changed their designations a few times until finally settling on a similar body style designation in '95 with the A6, followed by the A4, A8, A5, Q7, Q5, and so on. Starting with these, the engine size was placed after the body name and "T" most often indicated turbocharging (except that the new A6 with a supercharger still has a T). When first introduced to the U.S. market in 1970, there was the 100LS and the Super 90 (showing it's VW/Porsche roots), Coupe, Fox, then numbers (4000, 5000) with various engine and drive types added on, then the 80, 90 and 100 that came in the late 80's (remember the '90 90).

Next month I will continue with the British and other European cars before attacking the Japanese and American names in future columns.

Four Speeds & Drum Brakes

Tom Tate



The longer I play with these old cars the more amazed I am about the stories that they each tell. The Puddle Jumper is a good example.

Now that the '57 sunroof coupe has come back from the paint shop it's time to begin the reassembly process. Actually, some additional disassembly is needed first. I sent the car off to the body shop with the suspension, wheels and brakes on it so that it could be easily moved. Between media blasting and primer and final paint with clear coat, the suspension parts were really a mess. I got the car up on jack stands, and that's when the stories started.

When I got the car three years ago I was told that the owner competed in Porsche Club events back in the day and there was some evidence of that. There were seat belts installed and there was a second speedometer cable coming off the right-front wheel to drive an early rally computer that had been bolted to the bottom of the dash. The holes in the lower dash confirmed that.

Looking closely at the transmission I was sur-

under the car.

These cars were built to very exacting standards and once an owner began to tinker with the settings it began to affect other things. Maybe this was an early case of unintended consequences. When the car was lowered, the cables, which go from the rear firewall to the rear brake drums, began to rub on the bottom of the heater cans that were bolted to the chassis. The answer was to wrap some additional rubber around the cable to prevent chafing. A simple solution that worked well, as the rubber was worn flat where it contacted the heater can.

Sometimes it is easy to discover what an owner was trying to do; sometimes it's not. Sometimes the stories just don't add up.

I got a 356 from a fellow on the left coast a few years ago and I was told that it was decent driver. While the car looked good when it arrived, it didn't run and hadn't run in a while. The key was missing when it arrived; it didn't take long to install a switch I had with a key, but that didn't

help much. The car refused to start and it was clear that there was no gas getting to the carbs. The old gas-from-the-baby-food-jar-down-the-carbs trick worked, but not for long. Closer inspection showed that the fuel pump had been installed without the

drive shaft that comes off the cam to make the pump operate. The dust and dirt around the pump told me that it hadn't been touched in years. There was no way that the car could've been driven without gas. The seller finally revised his position and said that he was told the car had run when it was parked before he got it, but they all say that.

The baby food jar was getting a lot of use this spring when a 356C I had was hard to start. After a long winter, like most of these cars, a little raw gas (is there any other kind?) poured down the carbs would send it on its summer journey. But for this car the jar would have to come out again if the car sat for just a few days. Once started, it would start fine all day long without any complaint. These cars don't have chokes so to start them when cold they have an accelerator pump that squirts a small amount of gas right down into the carbs. Just like I do with the baby food

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prised to find that an original, single-piece axle boot was still in place. Well, most of it anyway. This car was parked in 1972, so that tells me that the original rubber boot was good for about 15 years, amazing. One of the boots had been replaced with the now common split boot, but I had seen those since the '60s. I had never seen an original no matter how tattered. I know that doesn't sound like a big deal, but it is to me.

As I began to disconnect the rear axles I found that the bolts holding them in place had been off before because they had been put back on backwards. Not that it makes any difference, but the bolts should be installed with the head of the bolt to the outside of the car. One side was correct, one side was backward. The only reason why this would have been apart would have been to lower the back of the car for better handling. It doesn't ride any better but it does go around corners faster. That would also explain why there was an extra piece of rubber tubing clamped to each of the emergency brake cables that hung

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Flat Sixer

John Bergen



Well, these past few weeks have proven to be full of NER events for me. I'll start this month by writing about the Technical Session hosted by Jerry Pellegrino at European Performance Engineering. It was great to see all of the familiar faces there, and there were even some new ones to whom I was able to introduce myself. Even though I am no longer the President, I still enjoy meeting fellow enthusiasts.

The session was scheduled to start at 10:00 am, but I showed up closer to 9:00 am to meet Bruce Hauben. Bruce and I have been chatting about his F350, and he had expressed some interest in upgrading his 2008 to a 2010. He brought his rig to the session so that I could test-drive it. This was kind of like giving a mouse a cookie! I climbed up into the cab and fired up the diesel, and I was amazed at how quiet it was. It made my F150 sound loud, and that has a gas engine. So far, so good in my mind, plus the cab itself was huge and would easily accommodate the Bergen clan.

Hmm, two pluses — well, three if you count the

***I mean, do I really need any more horsepower?
What I do need is to get much more seat time
and improve my driving....***

fact that the truck is impressive to look at — and I hadn't even driven it yet. I then took it for a shake-down ride. I decided I wanted to see how it would be on the highway, so I ventured out to the Mass Pike. The truck drove great. It was smooth, quiet as I said before, responsive and comfortable. It is a much bigger rig than the old F150, being a crew-cab with an 8-foot bed. Even so, I did not feel too awkward driving it!

So, I got back to Jerry's and Bruce could probably tell that he had me, hook, line and sinker. All that was left was to come to a final deal and pick a date. More on that later. While he and I were standing there, our beloved editor pulled into the parking lot and I guess she was surprised to see me there because she almost ran me over. Hah, just kidding, she missed me by a good ten feet. She was surprised to see me and we had a nice little chat about things before the event began.

The session officially started with coffee and danish as we all signed the waivers and milled about the front of Jerry's shop. During this time I was able to catch up with several other people in

attendance. Everyone it seems was eager for the start of the 2010 DE season, including me. This event was a way to get a fix without actually having to go to the track. Jerry had some interesting cars in the shop, which was purely coincidental. He even had two engines out front, one was a non-Porsche and the second was a flat six from a 993. It seems that the 993 engine was in need of a new home.

Hmmm, a 993 engine in a 964; it's been done before and I know that people love it. Maybe Dot wouldn't mind if I did an engine swap in the track car. This actually crossed my mind for a bit but I quickly came back to my senses when I thought about the logistics and cost. I mean, do I really need any more horsepower? What I do need is to get much more seat time and improve my driving skills before I do anything else to my ride.

When the session talk finally began, we all ventured into the shop where there were a number of Spec Boxsters on the floor. These were the main draw for a number of reasons. First, they are an affordable way to get into PCA Club Racing. Second, many of the people in attendance had Boxsters or Caymans, or at least that was my hypothesis. Lastly, Boxsters are fun cars to drive and I can only imagine that they would be even more fun to race. All you need to do is

ask someone who races, like our former Treasurer Bob Cohen. I know for a fact he is having a blast.

Well, the session was moving along nicely but I had to 'skedaddle' since I had promised Dot that I would run some errands. The session did motivate me to order new tires for my track and street wheels, or you can think of them as dry and wet tires. The challenge I have now is living in CT during the week — how do I get my car to Jerry for the work I need done before July? I will solve this riddle and write about it next month.

The next NER event I participated in was the second autocross of the year. This happened to be my first autocross of the season, and I was looking forward to getting some seat time in the black car. Since this event was occurring on Memorial Day weekend, I was actually in RI for the long weekend. This meant that the trip to Fort Devens would take me roughly two hours. Luckily, my son Dylan was up for the early morning road trip, and another good thing was that Bill

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Minutes Of The Board

Joyce Brinton – June 9th, 2010 NER Board Meeting



Present: Amy Ambrose, Joyce Brinton, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross

After a delicious dinner prepared by Amy Ambrose, the meeting was called to order at 7:00 pm.

Steve noted that it was time to choose a chair for the Nominating Committee — Chris Ryan and Dick Anderson must step down from their current positions because they have served in those positions for two years. After discussion, it was agreed that Steve would think about possible chairs, and communicate with the board via e-mail so that an appointment could be made by the next board meeting.

Chris Ryan sent his report via e-mail since he could not attend the meeting. The Collings Foundation event was a success with about 50 participants. Many of the attendees had not visited the foundation before. Bob Collings gave the tour of the collections of airplanes and automobiles. As usual, his commentary was both informative and entertaining. No meeting is planned for July but on August 15th we will be meeting at the Myopia Hunt Club to socialize (bring your own picnic lunch) and watch the polo match. Chris is also attempting to set up a gathering at the Mendon Drive-in and hopes to have details in time for them to appear in the July issue of the NOR'EASTER. He has signed the contracts for the venue and band for the Annual Dinner so don't forget to put December 4th on your calendars.

Dick Anderson was unable to attend but submitted the following membership information: Primary members – 1,334 (down 16 from last month due mostly to transfers out, half to more appropriate regions and half legitimate relocations); Affiliate members – 961; Total membership – 2,295.

NOR'EASTER assignments were discussed; Adrienne provided a list by e-mail to all those who are to submit articles.

Chris Mongeon circulated the Treasurer's report, which showed that the club is in good financial condition. The report was approved. Chris noted that the Track Committee is running a good surplus. Bruce reported that, in response to the board's suggestion, the Track Committee has considered what kinds of things could be done to enhance the DE experience for those participating. This year, at each multi-day event, a wine/beer social hour is held at the end of the first day. At the Watkins Glen event, all drivers will be provided a free pass to the track's buffet lunch on the first

day. Other possible 'perks' are being explored. A discussion followed about the need for event organizers to provide an advance budget to the Treasurer if expenses and/or income is expected, and to provide a financial report after the event, complete with receipts for any expenses. Responsible board members will communicate this to event organizers.

Club Registration asked the club about allowing people to pay directly by credit card rather than going through PayPal. The Treasurer has requested a copy of the contract NER would have to sign to permit this and will bring it to the board for review.

Steve reported that the recent autocross event was a great success, and that the new equipment worked well. The tent was at risk of blowing away, thus the committee is exploring ways to anchor the tent in the future. There are 45 pre-registered for the year. This is a good sign indicating increased interest in these events, since typically almost half of those attending do not pre-register.

LCMT is almost sold out and, in fact, the Red, Black and White groups are filled and there are additional people wait-listed. The Track Committee is exploring how to maximize both the number of attendees and time on track, despite the limits imposed on the track by the town's requirements.

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Happy PCA Anniversary

Fourty Years

John Howatt

Thirty Five Years

John Breslin
Bradford Babb

Thirty Years

Steve Ross

Twenty Five Years

Peter Fuller
Mike Trombly

Twenty Years

Davis Pan

Fifteen Years

Mark Boullie
Colin Mazzola
Sanjeev Seereeram

Ten Years

Glenn Champagne
David Goodman
Gerry Kashuk
Raymond Peachey
Richard Wilson
Steve Turgeon

Five Years

Peter Bassett
James Grubman
Jay Hood
Joanne Leary
Charles Longsworth
John Morris
Ray O'Mara
Bill Sabin

Double Clutching

Bob Canter



Well just got back from a trip to Spain and Malta. It began with a ten hour flight from Boston to Madrid and then on to Sevilla. My girlfriend Guille met me at the airport in Sevilla and from there we drove into downtown Sevilla to her parents flat for lunch which in Spain is customarily between two and three PM. The one thing that her mother makes that I always look forward to is her croquetas which in Spain is a type of tapas. Croquetas are small, lightly breaded and fried sort of fritter typically filled with either ham, fish or chicken. The one thing I can tell you is that I can never get enough of them and her mother knows this all too well because there is always an endless supply when I am there. Why is it that it always seems to be the mother who is the better cook?

Without much time to rest up from the flight and even to fully digest lunch we were back out on the street searching for a cab to take us back to the airport to catch a late afternoon flight to Malta. For this flight it was going to be my

Once underway the attendants on the flight will try and sell you everything under the sun.

first time flying on RyanAir. For those of you not familiar with what RyanAir is it is a discount, no frills airline in Europe known for its extremely low fares. They are also the airline that you might have heard of that if the flight is an hour or less will charge you to use the restroom on the plane. When I say no frills that is exactly what I mean. The first thing you have to do when you get to the airport since there are no assigned seats is to queue up in a line so as to be one of the first on the plane to get your seat. You are only allowed one carry-on bag and if you happen to be a woman and have a pocketbook that also will count as a bag so while waiting in line I saw many women literally jamming their pocketbooks into their carry-ons. Before boarding it is necessary that your carry-on fit inside a measuring device and if it doesn't it will be deemed too big and you will have to pay extra to take it. Once past having your bag approved you just don't walk down the ramp and onto the plane. They actually take you down to the tarmac where you wait for passen-

gers on the plane to disembark from the previous flight and once this is accomplished you are then lead onto the tarmac up to the plane where it is a free for all to climb the stairs to board the plane and grab yourself a seat. Once on the plane and sitting in my seat I searched for the button that allows you to recline the seat since it was in a very uncomfortable straight up angle and quickly came to realize there was no means to recline the seat. The flight to Malta from Sevilla is approximately a two and half hour flight, about the same if you were to fly from Boston to Orlando, and already I was wondering if my back would hold up over the course of the flight given the angle of the seat back. I just want to mention here that both my girlfriend Guille and I like having the window seat and as I have come to learn it is better that I give it up to her because if not I will spend the entire flight having her cramming over me to look out the window. Isn't amazing the things you will do for love. Once underway the attendants on the flight will try and sell you everything under the sun. What you think is a magazine you are being handed once in your seat is actually a menu of everything that you can purchase on the plane which includes everything from food and drinks to cologne and perfume and more. You are even asked if you would like to purchase

a RyanAir raffle ticket which if you win gets you free flights. And the constant hawking of products doesn't stop from the time you take-off to the time you land. Landing in Malta was interesting in itself. Once we got close to the island I had taken out my camera to take pictures from the sky of Malta and I was told by one of the flight attendants that I wasn't allowed to take pictures while the plane was landing. When I asked why; his answer was that it was an electronic device and that was forbidden. Still haven't figured that one out since I have never heard of a digital camera interfering with the electronics of a jet before, but even so I put it away after I snapped a couple of quick shots. At the airport I happened to notice that our airplane happened to be the only one there. I literally did not see another plane which I did think was a bit strange. I will say though when you take into consideration that the cost of the flight was only an equivalent of \$60.00 to go round trip for a two and half hour flight it's pretty hard to complain about some of the inconveniences you

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One Track Mind

Dick Anderson



You won't find me among those complaining about the unseasonably warm days of spring and early summer. After missing the season opener at NHMS, I thoroughly enjoyed my inaugural event at Lime Rock Park with NCR (day one) and CVR (day two) in spite of the hot weather! NCR members, in particular, are a great bunch of folks to run with and quite a number of our NER constituents enjoyed this event with them. Notable was a significant number of mothers/fathers and sons/daughters participating together.

Shortly after returning from LRP, on another summery day, Ann and I had taken a quick drive across the New Hampshire border to run an errand on a Saturday afternoon. We were gone about an hour and a half and as we returned home our street appeared, literally, to have been struck by a tornado. Branches and trees of all sizes littered the road. When we arrived at our house, four sections of fence had been flattened by a huge oak branch and the entire street (as well as sections of town) was without power for about

Ann and I enjoyed a brief road trip to Fayetteville, NC, specifically, Fort Bragg, to deliver Captain Katie's car...

nine hours. One neighbor was without power for three days as a falling tree had broken the power lines leading to her house. I quickly transitioned from lighting up the GT3 to lighting up the Husqvarna, and made short work of that large branch while yielding close to a face cord of oak firewood (Tim Allen eat your heart out!).

While not particularly surprised by the news that Ford is jettisoning the Mercury brand, I am slightly nostalgic as a result. Although little more than a Ford with (arguably) fancier badges, I have fond memories of autos past. The late 1940s/early 1950s Mercs were very popular for customizing when I was a kid in the '60s. Often radically lowered (lower in the rear than in the front) and sporting fender skirts and lake pipes, they represented the epitome of custom car building. Later, following my '57 Chevy (sorry Chevrolet, but it will always be a Chevy to me), and my '63 Fairlane 500 with a 390 and "three on the tree" (a gas-burning pig) was a '64 Mercury Comet Caliente with a 289 and a four-speed. Many a Mustang was

surprised at a stoplight by that car. Ann's first new car was '68 Mercury Cougar XR7G (for Gurney), decked out with hood pins, no less. Turning more serious, I will be forever grateful for the ruggedness of our Mercury Mountaineer after Ann had a black ice encounter in western Massachusetts, with three kids in the car, while on the way to her Dad's house, crashing head-on into (and snapping) a utility pole. Ann, Julia, James and Katie all escaped injury. Finally, my late mother loved her Mercury Mystique and drove it every day until she had trouble remembering how to get to and from places where she'd driven all her life. Convincing Ma to surrender her car keys was a sad responsibility, and selling her car was even more difficult.

It seems we're a family of vagabonds. Ann and I are soon off to London for a week. While having been to the U.K. a number of times, this is my first totally non-business trip (commonly called a vacation). We're both looking forward to it like a couple of tourists. Daughter Katie, recently back from Afghanistan, is off to Tucson, San Diego and a wedding in Mexico. Daughter Sarah will be in Monemvasia, Greece for ten days attending a friend's wedding. This will use up the final days of her 2010 four-week vacation allotment, which spells no track days for Sarah this year. As a result we will now participate with one less car, so I've

'decommissioned' the Turbo as a track car and returned it to exclusively street service. Out came the GT3 seats, six point Schroths and the harness bar (if anyone is interested in buying them, let me know). In went the stock (heated) seats and seat belts.

Last month, with the greatest of intentions, I attempted to send a "blast" e-mail to you, our loyal members, reminding everyone of the tech session hosted by Jerry Pellegrino at EPE on Saturday morning a couple of days later (which, fortunately, was well attended). The blast mechanism utilizes technology accessed through the national PCA website (pca.org) and unfortunately, national was sending its own blast e-mail out to all 57,388 members (advertising the Spyder raffle) which assumed precedence over our blast. The net result was a ridiculously late reminder (arriving Saturday morning as the event took place). Realizing the e-mail would be late, I tried canceling it, to no avail. Vu Nguyen, our national executive director,

continued on page 32

Upshifting

Bruce Hauben



By the time you're reading this, NER's Canadian DE events will be in full swing, beginning with our three days at Calabogie, followed by three days (with a travel day in between) at Mont-Tremblant during the annual Blues Festival. This schedule is great for all the drivers who're doing both events, as it allows for a single long-distance round trip with six days at two fantastic tracks, not to mention the free Blues Festival.

This schedule, however, puts the Track Committee (TC) under the gun, since the planning and pre-event work must be squeezed into a shorter time frame — two events in the time normally needed for a single event. One might reasonably say, "... just start earlier" and, in fact, some tasks have been ongoing for some time now, but the crunch always comes close to event time with late registrations and cancellations necessitating juggling instructor/student match-ups, re-jiggering the schedule and worker assignments, etc., etc.

Most drivers aren't aware of the 'fires' that get put out during an event, and what goes into

Most drivers aren't aware of the 'fires' that get put out during an event, and what goes into changing schedules on the fly...

changing schedules on the fly due to track incidents, no shows, instructor and flagger illnesses, drivers in the wrong run groups, drivers on the track when they shouldn't be, etc. That's as it should be, and what the TC strives for, a seamless event that's both fun and safe where drivers are aware only of the end result.

As many 'fires' as there may be at the event, multiply that several times over and you get the work and planning involved for weeks and months prior to a DE event, the event itself being the tip of the iceberg.

As Track Chair I'm often the 'face' of the TC and track program by default, the one getting the "thanks for a great event." I want you all to know that your "thanks" and "kudos" are always passed on to the TC members, without whom there would not be an NER track program; it's as simple as that. It's a huge undertaking needing a dedicated, hardworking TC.

I want to give tribute to the TC, most of whom have been with me for all of my second incarnation as TC, and some from my first TC tenure.

They're a fantastic group of committed NER members who selflessly give their time and effort to the club to make these events work.

Alphabetically, the TC members are Dick Anderson, co-Scrutineer; Steve Artick, Instructor Development; Moe Auger, Novice Development; Ray Bahr, Ass't. TC; Joyce Brinton, Control & Charities; Stan Corbett, Operations; Mark Keefe, Registrar; Chris Outzen, co-Scrutineer; Peter Tracy, Chief Instructor; Matthew Wallis, Consultant. Kudos to all of them.

And speaking of instructors, many thanks to those of you who have already registered and paid for NER's Watkins Glen DE August 27th–29th. The rest of you have gotten a plea from Chief Instructor Peter Tracy asking you to please sign up and pay for the event now, as we have 10 students on the wait list needing your presence. I'm adding my plea here and now; please sign up and pay. Remember that registering without paying is not signing up at all. Your payment completes the registration process. There'll be loads of track time, drop off your rig in the paddock the night

before, enjoy the buffet lunch in the Media Building that NER springs for, as well as the wine and beer social following Friday on the track.

Most of the above applies to every DE driver — sign up and pay now to ensure your space at the Watkins Glen DE. And, Green and Yellow drivers, don't let the wait list scare you away. All PCA instructors are notorious for late registration; we rarely have been unable to get everyone into this event. The sooner you sign up and pay the higher up on the wait list you'll be.

See you at the track.

Torqued Up

Amy Ambrose



I just renewed my PCA membership for a second year — I have now been a member for exactly one year. Congratulations to me! Appropriate time for retrospection — what exactly has happened to me as a result of this membership you ask? Well, a few things pop into my mind: cone frustration, growing appreciation for my car, thankfulness for new friends who will be in my life for as long as my life, and shoe priorities being altered. Shoes? Yes, I said shoes... I will address that later and it will make sense. I promise.

The other day I was driving through lovely Rt. 9 construction. I shouldn't complain, as the parts finished are a dream on which to drive. Well they had set up some cones for the worker's safety — and of course for the coffee-drinking policemen to lean on. I had this Pavlovian response from somewhere deep inside that I was supposed to slalom them. I was looking around for Sigrid and waiting for her to scream, "GO!" while swinging her arm down and grinning wildly. Since she

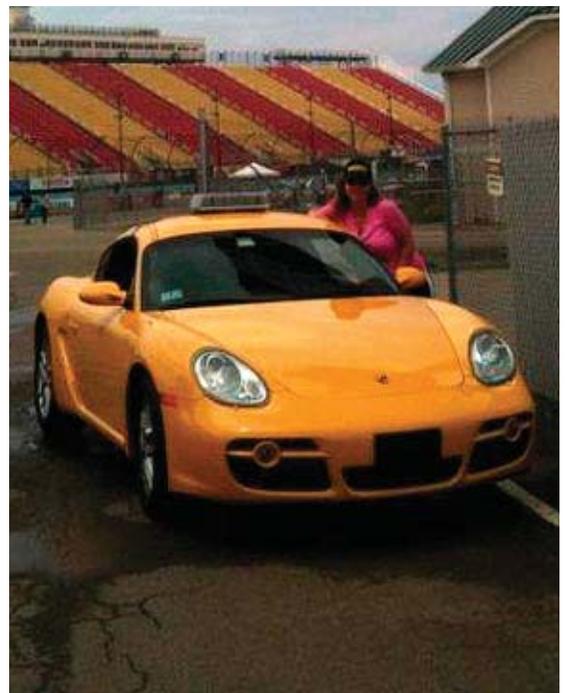
was his growl instead that he used to thank me for a fun day at Lime Rock Park.

Chris gave me some warranted praise and then told me to practice my heel-and-toe shifting; he said to just do it around town. Well that makes sense. So around the streets of Hopkinton I went. One thing for sure is that I do need a bit of practice and do not have the right feel down yet. The other thing I know for sure is that it is utterly impossible to heel-and-toe with 5-inch stilettos. Impossible. Something that I thought was etched in stone is now altered. My shoe priorities have changed. Shoe shopping seems to have lost its caché. No doubt about it, but my next pair purchased will simply have to be Pilotis. So good-bye for now Mr. Louboutin; but do keep in touch if you come up with a version of red-soled driving shoes... would you please?

The other thing I know for sure is that it is utterly impossible to heel-and-toe with 5-inch stilettos.

was nowhere to be seen, I saved myself another ticket and just stayed on the legal side of the cone setup. Oh, come on, don't be 'tsk-tsking' me; I know you all have had similar reactions... I am not alone here.

Last week I had my first DE of the year. All the instructors in the club are quite adept with their knowledge of these automobiles, as well as being possessed of that patience gene (I recognize it in others immediately as I haven't been able to locate mine... some modicum of jealousy at work probably). Anyway, Chris Darminio was extremely well suited to my particular needs, plus he found his rightful place in the car before the first time around Big Bend. Rightful place? Yes, that would be inside the driver's head. It was my first time out with my new wheels and I couldn't have been more pleased with his (my cars, as you know, are all male) performance. As a fellow club friend deftly pointed out while marveling over her own car — you ask the car for what you want and it always gives it to you. So basic, yet so true. I swear that after the event my car even sounded happier. I would say he was purring, but being highly allergic to cats I am definitely a dog person. So it



Amy and her Boy



Autocross Sunday, August 1st @ Fort Devens

The Northeast Region will be continuing its 2010 season of autocrossing on Sunday, August 1st at the Moore Airfield, a part of the former Fort Devens base. Autocrossing is a safe and excellent introduction to motor sports as well as a fantastic way to learn and improve your on road driving skills. We are quite fortunate to have a venue like Devens. As a retired airfield, not unlike a mini-Sebring, it affords us the ability to build courses that rival regional racetracks in size and scope, if not ultimate speed. With forty to fifty corners in a mile and a quarter there is ample opportunity to learn and practice multiple aspects of high performance driving, from car control and brake technique through corner analysis and chassis setup. All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of our street or race classes, created to maximize competition and let you enjoy your Porsche the way it was designed to be used. In addition to the thrill of competing with others in as many as 8 individually timed runs you will be eligible for awards. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size.

Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, please see the schedule on the autocross web page. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event.

The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$40 for members, \$50 for non-members. This year's Zone 1 event will be held at Devens August 28th and 29th. Zone 1 is priced separately, details are available at <http://zone1.pca.org>.

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

Directions to Fort Devens

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

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

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

Calendar At A Glance

July

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

August

1 NER AutoX @ Fort Devens
11 Board Meeting
15 Myopia Polo Club
21 Porsche Club at the Drive-in
27-29 NER DE @ Watkins Glen

September

8 Board Meeting
11 PorscheFest Concours
d'élégance

October

13 Board Meeting
24 NER AutoX @ Fort Devens

November

10 Board Meeting

December

4 Annual Dinner
8 Board Meeting

Polo and Porsches at Myopia Polo Club Sunday August 15th

On Sunday, August 15th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA. We'll have exclusive field side parking assigned to the Porsche Club members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations,



Photo courtesy of Emile Bellott <http://emilephoto.dotphoto.com>
For more about Myopia Polo Club <http://www.myopiapolo.org>

so get your culinary creativity going break out the crystal and china to impress the judges and your friends. Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukker, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field.

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

Gates open at 1:30 and Match Time is 3:00 PM.

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

Name(s) _____

Address _____

City/State/ZIP _____

Phone _____ Email _____

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

Directions:

From the North: Take Rte 95 S to Rte 133 E; Take Rte 133 East to Rte 1A South (Rte 133 and Rte 1A join). Follow Rte 1A South through Ipswich and on to Hamilton. Look for the Polo Grounds on the left, approximately 2.5 miles after the Hamilton Town line

From the South

Take Rte 128 N to Exit 20A (Rte 1A North)

Follow Rte 1A North for 3.8 miles through N. Beverly, Wenham, and S. Hamilton. Look for the Polo Grounds on your right.

Porsche Club at the Drive-in

Saturday August 21st

This summer, we've arranged an evening at the Mendon Drive In for NER Porsche Club members on Saturday August 21st. They will be showing "Takers" with Matt Dillon.

The MendonTwin Drive-in was built in 1953 and opened on June 14, 1954. The drive-in has been in operation since 1954. The current owners, Susan Swanson and Kathy Gorman have operated the drive-in since 1987. Sue and Kathy added a second screen in 1998, increasing the total capacity of the drive-in to 800 cars. Their projection booth is equipped with the latest in sound and picture technology, ensuring our customers the most pleasant movie experience. The sound is broadcasted over AM/FM stereo, either from your car radio or any portable stereo you wish to bring. There is also a snack bar on site, or you can bring a picnic.

There is no reserve parking available, however, Sue and Kathy have arranged to open the gates one hour early at 5:30 PM so NER members can park together as a group, so plan to arrive before 6:30 when the gates open to the general public. Note – Mendon Drive in does NOT accept credit cards, but there is an ATM on site. Cost per car is \$20. For more information, you can go to their website at www.mendondrivein.com.

Please register for this event by emailing Chris Ryan at ryan28@charter.net or mail using the form below; See you at the Drive-In !

Name(s) _____

Address _____ City/State/ZIP _____

Phone _____ email _____

Pre-register for this event by mailing this form to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451; or email at : ryan28@charter.net

Directions from North of Boston:

- Take Mass Pike (90) to 495 South
- Take 495 South to Exit 20~Milford/Uxbridge(Route 85 to Rt 16).
- Take Route 85 South to Route 16 travel West.
- Follow Route 16 traveling West into Mendon.
- Drive-in will be on the left.

Directions from South of Boston:

- Take 95 South to 495 North.
- Take 495 North to Exit 17 (Route 140 North).
- Take Route 140 North to Route 16 travel West.
- Follow Route 16 traveling West into Mendon.
- Drive-in will be on the left.

Alternate Directions

- Take Route 495 North to Exit 19(Milford)
- Take Route 109 West to Route 16 West to Mendon

Directions from Worcester:

- Take Route 146 South to the Route 16 (Uxbridge/Douglas) Exit.
- Follow Route 16 traveling East into Mendon.
- Drive-in will be on the right

Directions from Rhode Island

- Take Route 146 North to the Route 16 East (Uxbridge/Douglas) Exit.
- Follow Route 16 traveling East into Mendon.
- Drive-in will be on the right.

25th Annual Zone One Autocross



Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA

The Event

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

Cost

\$60/person early bird-registration until 8/15/10
\$85/person after 8/15/10
\$45/person for Saturday dinner
Amounts are for one or two days;
Dates refer to web registration
25th Anniversary shirts to all entrants!!!!

Host Hotel

Springhill Suites by Marriot
(<http://devenscommoncenter.com>)
31 Andrews Parkway Devens MA
Phone: 978 772 3030
Rate: \$129/night + tax
Refer to Code: "AXPC" for group rate
You must book by 7/28/10 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpca@aol.com
Zone 1 Registrar: Aaron Ambrosino
(518) 541 2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

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

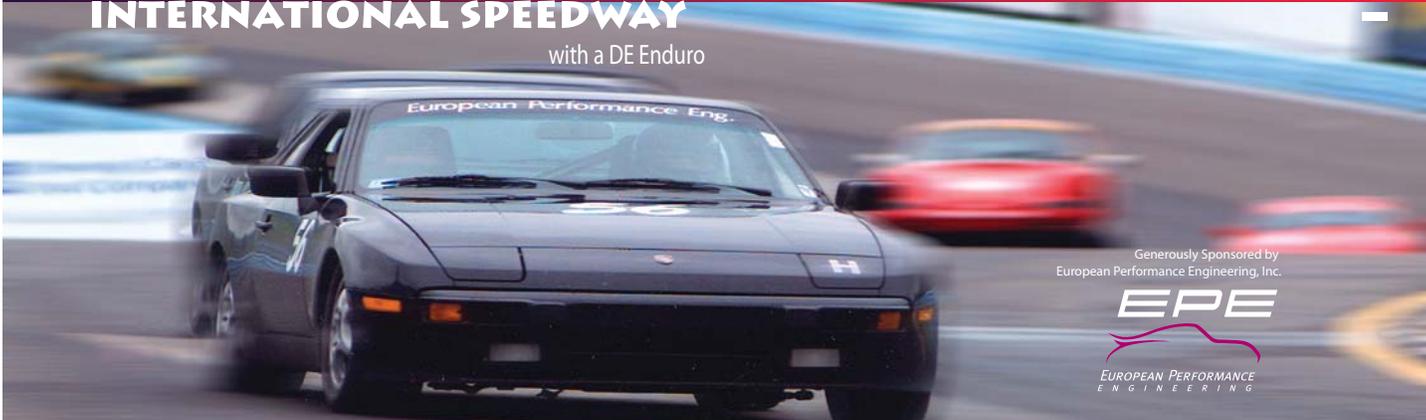


2010 NER DRIVERS EDUCATION EVENT

WATKINS GLEN

INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by
European Performance Engineering, Inc.

EPE

EUROPEAN PERFORMANCE
ENGINEERING

AUGUST 28 - 30, 2010 Co-hosted with North Country Region

Registration Open NOW

You read it correctly. Our first annual 3-DAY weekend DE - Friday to Sunday - at Watkins Glen. Everyone may drop your rigs on Thursday night 6-10pm. Register for this event NOW!!

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

Many drivers name The Glen as their favorite track. From it's ragged infancy in 1948 through many incarnations over the years, The Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races.

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

We'll hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red group drivers, emulated by some, duplicated by none. All drivers and guests are invited to a beer and wine social Friday at the lakeside pard immediately following our track driving.

Garages will be available on a first registered first served basis for \$50 /3 days. Sign up now.

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

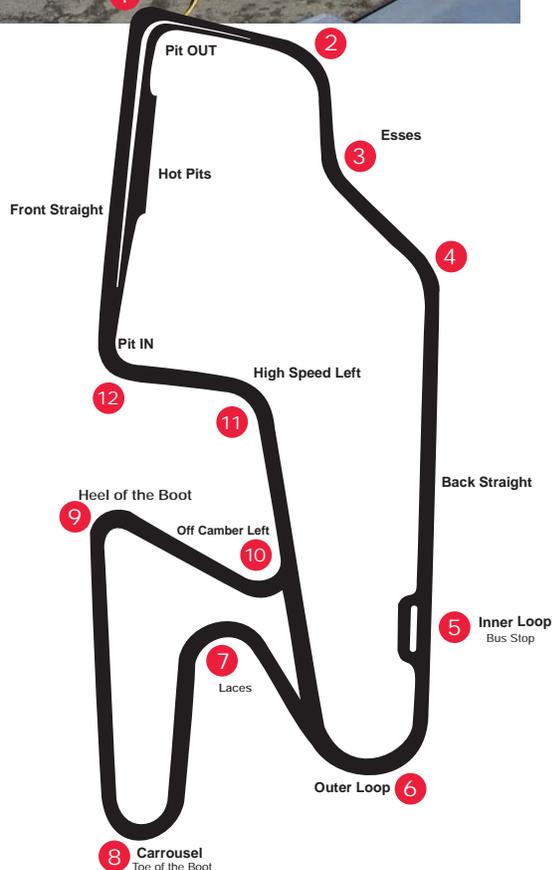
Registration for this event will be handled by NER through www.clubregistration.net and full DE info is available at www.porschenet.com. Pricing for the event is as follows:

Students	\$515
Signed off Drivers	\$465
Instructors	\$240

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

Registration questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com; or 508-529-6127 before 8 PM.

Event questions? Contact Bruce Hauben, Track Chair, TCChair@PorscheNet.com; or 978-952-8517 before 8 PM.



PORSCHEFEST 2010

SATURDAY, SEPTEMBER 11TH, 2010



On the lawn at the Larz Anderson Auto Museum - Brookline, MA

Put a little shine on your favorite Porsche and come join the fun with hundreds of Porsche aficionados on the spacious lawns of the Larz Anderson Museum of Transportation. Enter your car in NER's Annual Concours d' Elegance, or just enjoy mingling among an amazing variety of Porsches from early 356 models to the latest 997s... and even some full out Porsche race cars.

CONCOURS D' ELEGANCE

Have you ever entered a Concours? Ner makes it easy with four classes of competition. Maybe you just want to mingle, enjoy the afternoon and have a picnic. Last year, over 90 Porsches were registered for the Concours, plus plenty of "visiting" Porsches, not to mention the occasional Lamborghini, Ferrari and classic MG. The grounds at the Larz Anderson estate are always great for a picnic. As always, NER will have a caterer on site, grilling away to keep the hungries at bay. Need a change of pace? Visit the Museum exhibits, the gift shop or check out NER's merchandise at our Goodie Store under the tent.

SCHEDULE FOR THE DAY:

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



CLASSES - SOMETHING FOR EVERYONE!

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

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

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

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

Something for Everyone... Plan to visit the Museum Exhibits and Gift Shop.



Sponsored by

ROB COHEN

Century 21 City side
Boston's Property Expert

Watch your August Nor'easter for additional information or schedule changes.

Concours Registration Form

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

Entrant Name: _____

Address: _____

City / State / Zip: _____

Phone (day): _____ (evening): _____

E-mail address: _____

Porsche (year / model / color): _____

PCA Region: _____

Select an entry option & check the box:

Full

Top Only

Track & Race Car

Park & Wipe

Please send your check for **\$25** (\$35 day of event) per car entered (payable to NER/PCA) along with this form to:

Steve Ross
49 Village Brook Lane
Natick, MA 01760

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

NER Raises Money for Angel Flight North East

Copy By Joyce Brinton, Photos by Bruce Hauben and Joyce Brinton

The members of NER really stepped up to the plate (unlike our 'run preventing' Sox, ha-ha) at the Spring Ramble and the May 7th Novice Day/DE at NHMS by contributing or soliciting contributions totaling \$5,650 for NER's charity, Angel Flight Northeast. Special thanks go to Robert Cohen, former NER Treasurer (and now Assistant to the Treasurer) for creating a mechanism for Ramble participants to recruit friends, neighbors, clients, and family to sponsor their miles driven on the Ramble with donations to Angel Flight.

Robert even wrote to all his clients and raised over \$1,000, which he then generously matched. In addition he offered clients an opportunity to take a ride in his racecar at NHMS during the NER/NCR DE events May 7th-9th — each of those receiving these Taste of the Track rides made generous contributions for the privilege. Through these efforts Robert topped the list by raising \$2,600.

At the Ramble dinner, Bruce Hauben presented Robert with a certificate for free registration to next year's Spring Ramble. The following people also were presented with Angel Flight stuffed bears or potato heads (all dressed as pilots) to recognize either the number of people they got to sponsor them or the amounts of money they collected: Jim and Hannah Gelticore, Mike and Ann Kerouac, Mark and Bev Lieberman, Bill and Deb Masser, and Bob and Rachel Pearlmutter. Thanks to all of these and all the others who made contributions.

As you know, Angel Flight NE works with volunteer pilots who donate their time, planes and all the costs of flying them, to take patients and their families to medical institutions at no cost to them. One of AFNE's new initiatives is specifically



Larry and Bruce

aimed at assisting Armed Forces vets and their families in getting necessary medical treatment. They provide these services throughout the Northeastern states. If you go to the Angel Flight NE website, <http://www.angelflightne.org/>, you can learn more and read some of the heartwarming stories about some of those who have benefited and the pilots who have flown these missions.

At the Spring Ramble, Angel Flight NE supplied each of the attendees a beautiful Angel Flight flight bag. Those bags were donated to AFNE by one of its major sponsors, the International Watch Company. Everyone at the Ramble absolutely loved those bags.

And to top it all off, president Larry Camerlin and Roger D'Entremont — chief of pilot certification, safety and training — spent most of the day on May 7th at NHMS with a table of information about Angel Flight NE. The table was strategically placed near the snack bar and bathrooms (also out of the strong winds) and many of the attendees visited and learned more about AFNE. Some even received flight bags. Larry told me that they had a great time, loved seeing all the cars and the "great people" (his words, not mine) that are part of PCA. They even had a couple of pilots volunteer to become Angel Flight pilots!

Once again, thanks to everyone who helped make our fund raising efforts at the Spring Ramble and Novice Day/DE such a success.



Larry Camerlin, President and Co-Founder of Angel Flight North East

Editor's Mailbox

Copy by Adrienne Ross, Photos are donated by an unnamed source

A new friend of mine here in the NER has generously offered to send me a few pictures of their racing experience. I thought they were so cool, that I wanted to share them with y'all. They're not credited on purpose, because the person asked to remain anonymous...which is also just fine with me!

We've had a really good response to the Facebook page as of late, but we're always looking for new folks to be our friend! I try to update it with reminders of events, and let you know how the Newsletter is doing, when you should expect it, and especially when it will pop up online. Be sure to check us out there, because the color version is really cool. Some of the pics I choose to go into the NOR'EASTER look sooo great in color! I heartily encourage all of you to visit our website often! And PARTICIPATE in the club events. I've met so many great people at our events! I'd like to see you there.

As always I look forward to hearing, or reading your stories, or seeing pictures of your cars! People really loved to see those so PLEASE send whatever you can in. I'm always happy to scan in photographs, or receive your submissions by email. My contact information is on page 34 if you'd like to mail, or email me anything. And thanks again everyone for all your participation!



Club Racing in Atlanta



Club Race at Sebring

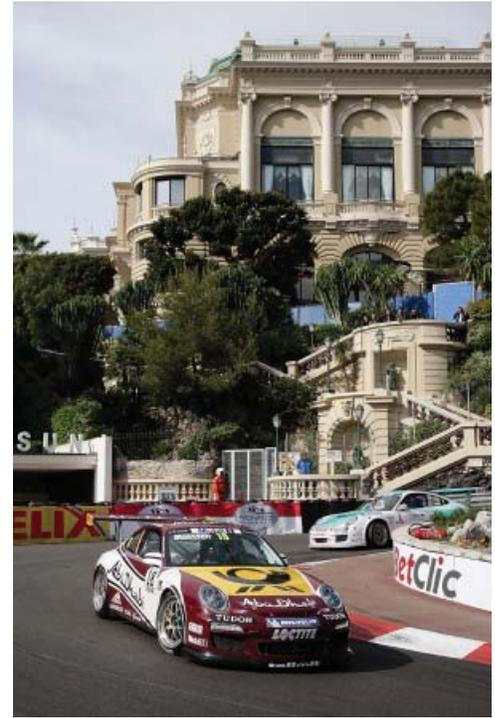
Porsche News

Copy and photos are courtesy of Porsche Cars North America, and Porsche AG



Supercup

After the classic in the streets of Monte Carlo, the Porsche Mobil1 Supercup now heads to another city circuit as part of the Formula 1 weekend. At the European Grand Prix in Valencia/Spain on 27th June, the world's fastest international brand trophy series tackles the fifth round of the season on the demanding circuit around the America's Cup harbour.



Monte Carlo



Boxster S

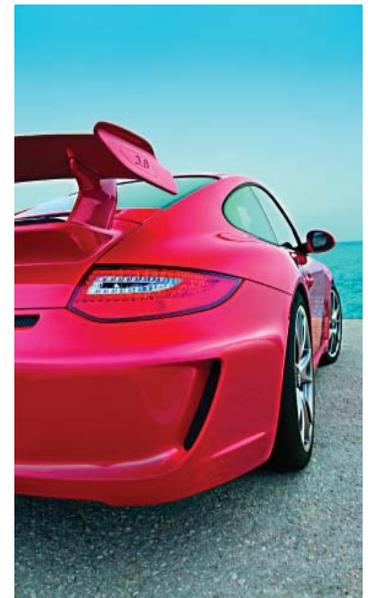
Porsche Triple Winner in sport auto Readers' Choice

The readers of the renowned German motoring journal sport auto have picked the Porsche Boxster S, the Panamera Turbo, and the 911 GT3 RS as the "No 1 Cars" in their respective categories. Receiving these three first prizes, Porsche has once again moved right to the top in the highly competitive market of sports-oriented brands. In all, nearly 10,000 readers of sport auto participated in the competition organised by the magazine's

editors ever since 1980, with participants able to choose their favourites among more than 260 models in 25 categories.



Panamera



911 GT3

Tech Tactics at EPE

Copy by Chris Ryan, Photos by Adrienne Ross



On Saturday, May 22nd, 25 NER members gathered at European Performance Engineering's facility on West Central Street (Rt. 135) in Natick to attend a tech session presented by owner and NER sponsor Jerry Pellegrino. As a special treat, Amy Ambrose supplied homemade biscotti for snacking along with our morning coffee.

The facility itself is very eye-catching. I guess we are used to attending tech sessions at more typical shops that are essentially a garage with a connected small office. EPE's facility is located in a former auto dealership building on a major thoroughfare, complete with front parking lot and a showroom in the front of the building. You can't help but notice this place as you drive by — especially with the 993 Cup Car, GT3, and early 911 (customers' cars) typically on display in the showroom.

After some socializing in the front showroom, we started off with some club business in the showroom, including free Angel Flight backpacks handed out by Bruce Hauben. We then followed Jerry into the garage where he proceeded to hold an informal and informative question and answer session on Porsche topics ranging from loose spark plugs in Boxsters to spun bearings in 996s. Of course, the cars in the garage themselves were fun to check out, too. These ranged from a Cup Car being prepped for a run at Watkins Glen to a classic 356 and even an old Alfa Romeo, which Jerry insisted was one of the very few non-Porsches to be serviced in his shop (owned by a friend).

Jerry started off discussing engine failures and the value of having a professional oil analysis done in order to analyze the internal condition of an engine without tearing it down (especially as part of a PPI). This method involves disassembly and inspection of the oil filter, to look for metallic bits, as well as an analysis of the oil itself to determine signs of engine damage and excessive wear. This led to a discussion of some of the engine failure problems seen in early water-cooled Porsches (996s and Boxsters). These cars were totally 'new' Porsche models, with some significant design changes that turned out to need further work. We heard about non-captured main bearings that spun easily if subject to an upset in oil pressure, RMS leaks, valve timing chain tensioner failures, intermediate shaft problems, and connecting rods that were engineered without guide pins. Jerry explained that many of the engines with these design features were perfectly capable of delivering years of trouble-free service as one would expect from a Porsche, and that it was mostly under extreme duty conditions (i.e. racing) where these problems typically surfaced. Having said that, however, he pointed out that the older air-cooled engines were generally much more robust and had a higher tolerance level for being pushed hard.

The Spec Boxster we had all gathered around featured an Accusump system, which was described as a real plus in preventing many of the engine failure issues being discussed if you



The Accusump system



The front of European Performance Engineering

are going to push your Porsche hard at the track. While on the discussion of oil pressure, we learned that most of the wear experienced by any engine happens in the first 10 seconds of operation after startup, while the oil that has drained into the sump is being pumped back into all the oil passages.

Next the discussion led to other minor modifications that could add horsepower, such as K&N air filters (very minor benefit and not recommended for cars with mass air flow sensors that can be contaminated by oil from the filter), exhaust systems, and catalytic converter bypass systems. Jerry also discussed suspension modifications and how the best way to upgrade your car is to take a holistic approach, properly designing and matching all suspension system components for the car and its intended use. We learned of the mysterious 'chirping spark plugs,' a phenomenon recently experienced by Adrienne Ross and repaired (by simply tightening one of the spark plugs which had loosened slightly).

There was also considerable discussion about Boxster convertible tops, where one of the cables breaks allowing full power of the top raising mechanism to be applied only to one side of the top. The high torque of this system is capable of bending sheet metal components including the body panels that the drive mechanism mounts to. Unfortunately for fellow member Gary Hebner, Murphy himself must have been listening to this discussion, because when it was time to leave and he went out

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Talking about a Spec Boxster



The morning crowd



Talking about converting Boxsters to Spec Boxsters.



Alex under black 911

NER Visits the Collings Foundation

Copy by Chris Ryan, Photos by Amy Ambrose

On Saturday, June 5th, 50 NER members were treated to a special event at the Collings Foundation in Stow. We were welcomed by Bob Collings who established the foundation to organize and support “living history” events that enable Americans to learn more about their heritage through direct participation. The original focus of the foundation was transportation-related events such as antique car rallies, hillclimbs, carriage and sleight rides, along with a winter ice-cutting festival in the Stow, MA area. During the mid-eighties, these activities were broadened to include aviation-related events such as air shows, barnstorming, historical reunions, the Wings of Freedom Tour, Vietnam Memorial flights, and joint museum displays.

The site is nestled in the woods next to Lake Boon in Stow. The 25 acre site includes the Collings home, the hangar (housing vintage aircraft and racing cars), the shed (housing classic cars), well appointed gardens, and a 2,200 foot grass runway out back, which is used during live demonstrations of some of the vintage aircraft in the Collings collection.

After gathering for morning coffee and donuts in the patio garden, Bob led us off for a fantastic tour of his collection, complete with fascinating anecdotes and tidbits of history



These little guys were so cute. All by different manufacturers

about many of the cars and aircraft, which made the tour even more entertaining. We began in the car “shed,” where we were treated to the collection of classic cars that hail from the brass era through the ‘30s and ‘40s. Included in this collection were some early ‘alternative fuel’ entries, including a 1906 Pope Waverly Electric Carriage, which Bob explained was marketed as a “Lady’s Car” since it did not require engine cranking and had solid tires (no flats). Across the aisle, there was a 1901 curved dash Oldsmobile, which was the best selling car in its day. There was also a 1904 Franklin Roadster, and a 1908 Cadillac



The Red Barron plane

open Roadster runabout. Classic era cars included a 1927 Rolls Royce built in Springfield, MA, 'performance' entries like the supercharged 1936 Auburn Boat-Tail Speedster, which included a unique side door to access a golf bag storage compartment, a 1935 V-12 Packard Limo for comfort cruising, as well as a 1932 Duesenberg SJ originally owned by Mr. Duesenberg himself. Bob described how this 'car of the stars' was originally sold for a base price of \$8,500, which included the engine and the chassis only. Then you would purchase a "summer" body and a "winter" body, which you would have changed for the appropriate season. This car could do 100 mph in second gear, and actually had an altimeter mounted on the dash. Through the lower level we passed a couple of '20s vehicles, including a 1926 Chevrolet Woody and a 1923 Model T, ordered in everyone's favorite color of the day — black (chosen by Ford because the paint dried faster).

We exited out behind the building and walked along the grass over to the hangar, which houses many of the vintage aircraft owned by the foundation. Walking into this building is quite



The Dusenbug

impressive, with a variety of vintage aircraft carefully staged for viewing. In the middle of the floor sat an AT-6F trainer with its wings folded up. Off to one side, was a Fokker DR-1 tri-plane replica with a radial engine. As Bob explained it, the radial engine used castor oil as a lubricant, and spewed a fine mist of the stuff as it flew over the open cockpit. As castor oil is a natural laxative, pilots took to wearing silk scarves over their mouths in order to filter out the oil and also to wipe the mist off their goggles. The Wright "Vin Fiz" hanging overhead was described

continued on page 32



The Pope Waverley!



Al Cappones Caddy

2010 NER Autocross #2 - Sun 05-30-2010

Class	Pos. #	Driver	Car Model	Total	Class	Pos. #	Driver	Car Model	Total
1S	1	46A Francis ODay	914-6	70.39	6S	1	235A Ted Shaw	996	63.862
	2	100A William Theriault	914	77.999		2	32A Glenn Champagne	996	64.086
1R	1	914B Sigrid Schnoerr	914	60.16		3	31A Lev Tabenkin	993	65.156
2S	1	15A David Case	944	63.901		4	327A Dara Ambrose	996	65.953
	2	61A Bill Aubin	944	67.554		5	36A Alex Baldauski	997	66.061
2R	1	44B Joe Kraetsch	924 S	61.43		6	18A Jack A. Saunders	993	74.346
	2	69A Georges Rouhart	968	61.515	7R	1	1A Oliver Lucier	Boxster	58.167
	3	99A Devon Yablonski	944	62.747		2	333A Paul Atkin	997	60.122
	4	44A Lisa Roche	944	62.856	8	1	522B Jake Moreau	997 C4S	56.321
	5	208A Barry Yomtov	968	70.17		2	319B Mike Tosi	997S	58.859
3S	1	410A John Bergen	964 C2	61.204		3	45A Cameron Habib	997 C4S	63.105
	2	244A Steven James	911	63.349		4	104A Susan Kelley	997 C2S	63.653
	3	21A Cuan Coulter	78 SC	65.997		5	522A William Nerney	997 C4S	64.298
	4	163A Ken Conway	87 911	66.789		6	117A Andrey Petrovsky	997 Turbo	64.609
	5	42A David Berman	83 911	68.977		7	4A Todd Pinel	09 911	67.93
	6	42B Kristin Larson	83 911	70.366		8	67A Sam Peteff	997S	73.536
	7	39A Chip Jarry	89 911	72.099	9	1	887A Stephen Lefebvre	GT3RS	57.081
	8	717A Bob Sanford	964	72.561		2	40A Charles Stromeyer	993 turbo	58.435
	9	163B Keith Conway	87 911	75.022		3	75A Mark Skala	914-6	58.684
	10	39B Chris Jarry	89 911	DNS		4	179A Bill Caterino	Boxster	59.923
3R	1	82A Christopher Tuck	911S	60.386		5	77A Fred Cowen	944	62.764
	2	3A Tom Tate	911	60.778		6	126A Henry Fisher	930	63.305
	3	22A Robert Canter	Carrera	61.034		7	331A Dennis Mascetta	87 911	63.936
	4	156A Chris Ryan	911 Carrera	61.58		8	5A Steve Smith	944	65.699
	5	666A George Skaubitis	RS America	61.731	10	1	901A Ron Mann	911	57.724
	6	71A Tom Frisardi	71 911T	62.711		2	62A Scott James	97 Boxster	58.244
	7	711A Dick Demaine	88 C2	64.038		3	735A Judy Hendrickson	914	67.93
	8	666B Christine Skaubitis	RS America	66.771	12	1	240A Jon Cowen	M3	58.112
4S	1	66A Steve Ross	Boxster	63.016		2	91A Mark Schnorr	M3	58.118
	2	84A Daniel Forte	Boxster	66.588		3	30A Nick DeRosa	m3	59.427
	3	17A Art O'Dea	Boxster S	67.073		4	471A Mike Iannotti	135	59.605
	4	84B Ian Durham	Boxster	68.642		5	120A Tom Gurski	Elise	59.67
	5	237A Kevin Moore	Boxster	70.721		6	0A Kenny Conway	STI	61.497
	6	41A Joe Nicolaisen	Boxster S	72.853		7	356A Ash Perkins	M3	62.186
	7	7A James Bowers	04 BoxsterS	73.438		8	210A Marc Augustine	328	62.409
	8	24A Mark Weissman	03 Boxster	73.74		9	171A Miguel Fidalgo	STi	62.726
5S	1	20A Bill Seymour	07 Cayman	60.746		10	120B Daniel Philip	Elise	63.38
	2	65A Duncan Dana	Cayman	65.115		11	76A Lee Levitt	Audi	67.234
	3	68A Michael Matson	Boxster	70.266		12	712A Kelly Burgess	Mini Cooper	68.226
						13	74A Charles Kaneb	Honda	70.831
						14	34A Robert Yomtov	BMW 325	71.879
						15	123A Jonathan Levitt	Audi	73.09

Caterino offered to form a mini-convey with me.

We met Bill minutes from Little Compton at around 5:30. The plan was to stop at Dunkin Donuts for coffee and food, and then hit the highway. All was going according to schedule and we were about 40 minutes away from Fort Devens when the radio in the truck started to cut in and out. That's bizarre I thought to myself. Then I looked at my gauges and noticed that the battery warning light was on.

That's never a good sign, and I recently replaced my battery. Double doh! So, I did the best thing I could do given the circumstances; I turned off the radio, killed the lights, and shut off the air conditioner. This was my attempt to help conserve the battery until we made it to the airfield. I was thinking we would make it as we exited 495 onto Route 2. Then, as we were about a mile from the exit for Ayer, the truck started to hesitate. It finally gave up the ghost right at the off-ramp for Route 110/111.

Bill must have thought I was crazy stopping where I did but I had no choice. Dylan and I got out of the truck and behind the guardrail so we could evaluate our options. At this point I was worried about how I was going to get the truck, trailer and car home. Autocross was not a faint memory in my mind. Bill and I did a quick diagnosis and decided that the truck's alternator was most likely the culprit.

Bill had tools with him and if I could get my hands on a replacement part I could still be in business. The big issue was getting the truck to a place where we could work on it. Fortunately I am a AAA member so I dialed them up and asked for assistance. AAA informed me that since I was on a highway that they would dispatch a wrecker immediately; in this case "immediately" meant 25 to 30 minutes.

As we were all standing around, a couple of Porsche guys pulled over to see if we needed help. One of the great things about our club is that fellow members are always willing to help. Tom Tate was one of the guys who stopped and his advice to me was to back the car off the trailer and abandon the truck and trailer on the highway. This way I would be sure to make it to autocross. Brilliant! On second thought, however, I decided that maybe abandoning my stuff was not such a good idea. I did thank him for his suggestion.

Another Porsche guy who is a fairly new member to our region, Scott James, pulled up with his rig and trailer and offered to help. It was at this time when the AAA wrecker showed up. The AAA guy quickly informed me that there would be no way he could tow the truck and trailer and that I would have to leave the trailer behind. What? Leave my trailer and track car on Route 2? Are you kidding me?

This is when Scott offered to drop his trailer off at Devens and come back for mine. Wow, what a great guy. I gladly accepted his offer and informed the driver that he could tow my truck to the airfield and I would meet him there. I sent

Dylan with the driver and truck, which in hindsight was probably something that wouldn't win me any good parenting awards. Dot gave me a hard time later on when I explained the story to her.

Anyway, Scott came back just as the AAA guy drove away with the truck and Dylan. We got the trailer hooked up to his vehicle and then headed off to the airfield. When we got there, the AAA wrecker, truck, and Dylan were nowhere to be found. This is when my paranoia senses kicked in. Where could they be I wondered. As I sat there pondering that question the wrecker finally showed up. All was well. It appears the driver took a wrong turn, which delayed their arrival.

So as not drag this story out too much longer let's just say that Bill and I were able to get the alternator out of the truck. Chris Ryan gave me a ride to a nearby AutoZone store (20 minutes away), which happened to be open on Sunday (remember this is Memorial Day weekend!). I secured a new alternator and Chris and I were back at the airfield before our run group went out. This meant that I could drive in the morning session without a problem.

As an added bonus, I was able to sign a waiver and take Dylan as a passenger. Needless to say he was ecstatic. My first run wasn't bad; I managed to make it around the course without knocking any cones over. My tires, which were kind of old, seemed a bit greasy but I was able to keep the car under control. On my second run I was pushing it a bit, and I ended up doing a 180-degree spin out by the control tower. This was quite exciting for Dylan but it ended up adding 20 seconds to my time.

For my third and fourth runs I managed to pick up my speed and shave several seconds off of my first run. By the end of the morning I was surprised to be leading my class. I didn't dwell on this long, as I had to get my new alternator installed and get my truck running again. The installation process was much easier than the removal process. With the new alternator installed I got a jump-start from Bill and the truck fired right up. No more battery warning light!

At this point I decided to pack up everything and head back to Little Compton. Sure I was disappointed, and so was Dylan, that I wouldn't be driving in the afternoon but I did not want to push my luck. Later that day I got an e-mail from Bill letting me know that I had held onto first place in my class. That was a great feeling, but I have to say I am not sure how many more autocrosses I am going to attend. It seems that the last two — remember paint on the car, truck and trailer — have me thinking that maybe someone is trying to tell me something. We shall see.

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!

Minutes- continued from page 8

There are spaces remaining for the Calabogie and Watkins Glen events, but it does not appear that either will lose money. Even the September NHMS event has quite a few people registered already.

New Business: It was moved and seconded to increase the reimbursement rate for those hosting board meetings.

Adrienne raised the possibility of the club spending some of its reserves to raise more money for Angel Flight. She and Bob Cohen will brainstorm about various possibilities and communicate with the rest of the board by e-mail.

The next board meeting will be at 6:30 pm on Wednesday, July 21st; Steve Ross will host at a location to be determined.

There being no further business, the meeting was adjourned at 8:42 pm.

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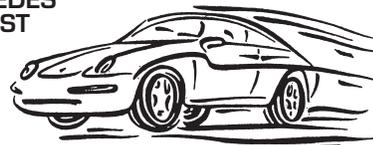
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jar. After the third time this car refused to start I took off the air cleaner and looked down into the carb as I pushed the throttle down. There was not even a hint of gas coming out to help it start. I took the jets out to see if they were the problem but they were clean. I then went back in the house to "phone a friend." Jim Johnson at Carb Rescue is the wizard when it comes to these old carbs and he suggested that I remove the little tubes that the jets direct the gas into and see if they were clogged. Sure enough there was just enough dirt or dried out gas in each one to block the gas from coming out. The opening itself is no larger than a common pin and it doesn't take much to stop it up. My guess was this car was parked without any kind of gas stabilizer in it and not run until the gas was gone. Either approach would have kept this problem from happening.

Another car with an interesting story was the red '64 coupe that followed me home from NH back in April. The story was the car was driven to a repair shop to have a slipping clutch replaced. The car showed up in Oct. and the owner died unexpectedly in Nov. No work had been done, but the car was parked inside for the winter. When I got the car apart the clutch disc was half the thickness it needed to be, so the story looked correct and a new part was installed. Every new clutch requires adjustment but this one wasn't even close. The cable seemed so long that I thought that maybe the wrong one had been installed. I called the repair garage and was told that they hadn't touched the cable and when I went to take up the slack it was clear that nobody had touched it in years. Without the cable tightened allowing the clutch to operate, this car could never have been driven into the shop, slipping or not.

Looking at the one adjustment available I didn't think it could be tightened enough, but it could. I was so happy that it was working correctly that I took the car for a ride around the block. Out the driveway in first gear and into second, but third and fourth was nowhere to be found. The shifter had a lot of play to it so I figured that one of the plastic bushings had broken at the base of the shifter. With three bolts off I lifted the shifter base to find that the plastic socket used to hold the bottom of the stick was worn so badly that only the bottom half remained. The second bushing, a collar around the shaft itself, was in good shape. The worn one is the easiest one to replace and I have plenty, so it went in and back out I drove. I now had all the gears but reverse was up under my left knee and third gear was up under the glovebox somewhere. Way too much slack in the system. There is one more important bushing and that is the one on the front of the transmission. I jacked up the car to take a look and found that the metal parts of the universal joint were there, but any and all pieces of the plastic bushing were non-existent. There weren't even any small pieces left, they had been gone for years. So, how can someone drive a car with a slipping clutch that won't disengage, hooked to a shifter with

no bushings that can't find any gears?

I've been driving beat up, worn out cars since I got my drivers license and I think that I can just about make anything move but this one I can't explain. I'll keep looking; maybe the story will come to me after all. KTF

Double Clutching- continued from page 9

experience along the way.

We got a taxi to take us to the hotel from the airport and once getting into the cab I noticed it was a right-hand drive car. Since it was our intention to rent a car while we were there for a day this came as a surprise because do to my own ignorance I didn't know that on Malta all the cars were right-hand drive. Even so I thought this would be interesting since the last time I drove a car with the steering wheel on the right side I got pulled over by a British police officer who told me he had been following me for about five miles and couldn't figure out what the hell I was doing. For a bit of history if you have not been to Malta before it is an island throughout its history that has been conquered and ruled at one time or another by the Phoenicians, Greeks, Romans, Fatimids, Sicilians, Knights of St John, French and the British and there is evidence of each culture throughout the island. The most interesting of these were the Knights of St John whose leader was referred to as the Grand Master.

Continued next page



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Just want to mention here that we ended up renting a compact Ford (probably silly for me to say it was a compact since all the cars on the island seemed to be a compact) with a manual 5 speed. After about 5 to 10 minutes driving it I pretty much seemed to have all under control and unlike my last time no police officer pulled me over question what the hell I was doing. Much of the drive it was like going from the present to the past and back again as you saw sights along the way that were at one moment modern and then dated back hundreds of years. One of the most interesting was the city of Mdina which had a beautifully preserved part of the old city which we ended up spending a few hours walking through. The local cuisine was a combination of many different cultures but for the most part it was principally Italian but if you really wanted to try something local it was highly recommended to try something made with Rabbit. I thought about this but in the ended decided to pass when I asked Guille about this who had tried it before and she turned a few different shades of color as she thought back to the last time she had tried it. Why is it though whenever you ask somebody anywhere in the world what something taste like you always get the same answer that

it taste like chicken which is what a few waiters automatically responded when I asked. If that is the case, why not just make it with chicken, seems pretty simple to me. Ultimately in the end we had a great time. After being there for four days we boarded back on the plane for the flight back to Sevilla and once again after take-off I tried to take a few pictures from the air of the island and was once again told to please put away my camera because it could interfere with the electronics of the plane. I am still working on that one to understand the logic.

One last note, you have all read continually about my passion for autocross and in doing this trip it was planned around making sure I would not miss an autocross. We had a NER autocross on Sunday 5/30 and my flight left Boston on 5/31 and I returned to Boston on Friday 6/11 in order to be at the NCR autocross on 6/12. I might have only got about 3 hour's sleep before the start of the autocross due to adjusting to the 6 hour time difference between Spain and Boston. When I explained to Guille my itinerary of making sure I would be back to Boston in time to make the autocross she just smiled and said that was fine with her and she understood. Can a man ask for a better companion than that? I am truly one lucky guy.

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as the first aircraft to cross the American continent, but not before pilot Calbrath Perry Rogers made 68 takeoffs and endured 14 crash landings along the way. The Stow aviation museum is also home to a number of the foundation's smaller aircraft, including an original Bleriot XI (1909), PT-17 Stearman (1942), UC-78 Bobcat (1943), TBM Avenger (1945), Fiesler FI-156 Storch (1943), and a T-33 Shooting Star (1948). Bob pointed out an impressive example of early German technology in the form of a sophisticated anti-aircraft system, controlled by a mechanical computer capable of coordinating the 4-gun array and setting shell explosion altitudes. Pretty impressive technology for equipment of that era.

The collection houses three interesting microcars. These were manufactured after WWII by BMW, Messerschmidt, and Fuji Heavy Industries (manufacturer of Subaru) when building airplanes was forbidden. They turned to small vehicles that could be sold in their respective war-ravaged countries.

The racecar collection was impressive. The oldest Indy car we saw was a 1961 Travis/Offy, powered by a 400 HP Offenhauser engine, and raced from 1961-1964. Other Indy cars included a 1972 Gurney Eagle, a 1980 Penske PC-9/Cosworth DFX driven by Mario Andretti, and a 1995 Lotus Ford. NER members were pleased to have Porsche represented by the presence of a 1979 Porsche Indy — the factory racecar that smashed all track records before being banned. At the time, race rules allowed greater boost pressure for six-cylinder engines than for V-8s, giving Porsche speed that dominated the field. This prompted the other car owners to prevail on the powers that be to abruptly change the rules, thus ending Porsche's Indy venture.

At the end of the tour, Bob was happy to answer questions and mention upcoming events at the Collings Foundation. We thank Bob and his wife, Caroline for the hospitality extended during this tour of a truly unique and special place.



Porsche's Indy Car, banned for breaking all the records.

and I had a friendly debriefing the following Monday and he has agreed to have his IT folks look into developing a cancellation mechanism. In the meantime, let me remind everyone that your primary source of information is the NER website (porschenet.com) and the NOR'EASTER. E-mail reminders are not necessarily sent for every event and, as we've just seen, may be subject to Mr. Murphy's law.

EPE - continued from page 23

to lower the top of his Boxster, he experienced this phenomenon, twisting the boot and top frame of his shiny black car. Not pretty. Without missing a beat, Jerry was out in the parking lot with wrench in hand, and quickly disconnected enough of the mechanism's linkage to allow Gary to fold the top down and drive home. Hopefully by now he has repaired the damage and is able to put this episode behind him.

Following the session in the showroom, members enjoyed a delicious lunch of gourmet sandwiches from a local Italian bakery (also sourced by Amy) while continuing to swap car stories. After lunch, we had a chance to wander back out to the garage spend some more time with Jerry discussing all things Porsche. It's clear that this is a guy who loves what he does and probably enjoys it even more now that it's being done in such nice surroundings. NER thanks Jerry and his staff, once again, for their generous hospitality.

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Marketplace

For Sale

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, bkriders@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

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 rleonjr@yahoo.com

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

'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

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 jbwowers@nii.net

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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