



COLLINGS FOUNDATION TOUR
Polo & Porsches @ Myopia
2010 New England Ramble

THE NOR'EASTER

E 2010 JUNE 2010

theast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America

Classic or contemporary? Service or track prep? Factory parts or aftermarket? You'll find it at EPE.



We've seen it all, serviced them all... built from scratch and tuned new from-the-factory race cars... added the most outrageous aftermarket performance parts... and restored classics to their original condition. Our dedicated staff has the expertise required to properly maintain your Porsche for street or track use, regardless of its age. Drop by our shop any time for a consultation with any of the **EPE** personnel. You won't get a "service manager", but can talk to any of our talented team about performance upgrades, aftermarket parts or even the best options on fluid changes for your street Porsche. We'll be happy to work with you to ensure that you maximize your Porsche ownership experience.



 **EPE**
EUROPEAN PERFORMANCE ENGINEERING

165 WEST CENTRAL STREET · NATICK, MA 01760 · PHONE 508-651-1316 · FAX 508-651-3448 · EMAIL EPE@EPE.com

INSIDE THE NOR'EASTER

NE 2010 JUNE 2010 J

FEATURES

- 14 Collings Foundation Tour**
- 15 NER DE @ Watkins Glen**
- 16 AUTOX #2 @ Devens**
- 17 Polo and Porsches @ Myopia Polo Club**
- 18 NER DE @ CALABOGIE**
- 19 Angel Flight Charity @ Calabogie & LCMT**
- 20 Angel Flight North East by Joyce Brinton**
- 21 Porsche News**
- 22 The New England Ramble Report / Photos**
- 25 DE @ NHMS Report / Photos**
- 27 A Bumpy Road... by Michael F. Conway**
- 30 AUTOX #1 - Report / Photos**



16



17

DEPARTMENTS

- 8 Anniversaries**
- 14 Calendar**
- 37 Marketplace**
- 38 Board of Directors
and Committee Chairs**
- 38 New Member Roster**

COLUMNS

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

COVER



Cover Photo
Cover photo courtesy of
Porsche Cars North America.
Adobe Lightroom treatment
by Susana Weber.

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

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

West Boxford, MA 01885

All communications should be directed to the editor. Permission is granted to reproduce any material published herein, provided the full

credit is given the NOR'EASTER and the author. No material may be reproduced if the NOR'EASTER was given the right to publish another publications material. They reserve all rights to that material.

Editor Adrienne Ross
Graphic Designer Susana Weber
Copy Editor John Koenig
Advertising Mgr. Susana Weber

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

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

Advertising Rates
Full page - \$104/issue
Back cover, 2/3 pg., - \$114/issue
Inside front & back cover, full pg. - \$144/issue
Half page - \$83/issue
One third page - \$68/issue
Quarter page - \$52/issue
Business card - \$37/issue

www.porschenet.com



**Check in often for
new features, updates and
changes in schedules.**

On the Edge

Adrienne Ross



The month of April, and into May, brought some sunshine and plenty of flowers, out here in Melrose we are starting to plant the garden and... nooooo, I'm kidding! Kidding! Of course my column will be all about the DE at NHMS. I sure have waited long enough, went to the school, tested myself at autocross, prepped my car, bought the helmet, bought the tee-shirt and finally the day came to drive into the infield of the track! And what a day it was! The sun shined on us, the track was warm, the garages clean, and the participants psyched!!

It was very well organized by Bruce, Joyce, and their team. Registration was full of happy, excited people. I bounced my way into line at 7:00 on the dot, and I was far from first. Lots of excited folks were checking out cars, and peeping into trailers, and checking in on each other. "Is this your first DE?" For some it was. For some it was their 15th.

The crowds moved into their garages, or found a place to park in the paddock, and we all moved into the tech line. Tech form? Check! Helmet?

I think I may have retained one turn's instructions, and I'm sure it was the last turn. Eyes, ears, physical input — lots and lots to take in.

Check! Clean Car? Check, check, check!

Then it was time for the drivers meeting. We talked about safety first — it's not a race, it's not preparation for racing, and it's not a competition. Everyone seemed to understand we're all there to learn. The meeting progressed through flags, rules, hand signals, and ocular driving. Look ahead, things come slower when you see them way in advance.

Then it was off to skid pad and braking exercises while the advanced drivers had their way with the track. We danced, and played and frolicked with our cars, spinning out to learn the lesson, and threshold braking. Learning just how much our cars could do, and how controlled we could be. The instructors were great, encouraging, and concise with advice.

Lunchtime — more bonding with other Porsche owners, and then it was our turn to go out. I can't speak for others, but I found my instructor in advance, and we talked a little bit about the first run. I thought about the drivers meeting and really tried to soak up what I had heard. What I

remembered most was that driving on a track will take all of the focus you have. The human brain is designed to take in things at 30 MPH — the fastest we can run. When we first learn to drive on the street, there's a whole lot going on, a whole lot faster. It's complicated, and a lot to absorb, but we take it all in and adjust to the input. The track would be a lot like that. All new, all fast, and multifaceted; driving is complex, no matter how good at it you are.

And so out we went. My instructor drove first, at speed, pointing out parts of the track, where I should be, how to take turns, and how it should feel. Twice around, and I think I may have retained one turn's instructions, and I'm sure it was the last turn. Eyes, ears, physical input — lots and lots to take in.

My turn, and it was a lot of things at once — thrilling first, and everything that goes with it. Exhilarating, exciting, fun, freeing, bracing and heady. It was also... slightly terrifying. But I hear it's supposed to be. If you're not afraid, you're insane. Well, I'm very, very sane.

It was... hard. Really, really hard.

And it should have been. That's my understanding anyway. "If it wasn't hard Adrienne, everyone would do it." That's what several of the very experienced drivers said over lunch, and in

the days following.

By day three, I just sort of... got it. I was assured by several people that it would happen. It would be slightly overwhelming, and I'd need to process, but things would click, and they did.

Turn 2 clicked first. I suddenly understood exactly where I should be, and why. It just felt... right. Staying far left in turn 3 felt good! There was a marked difference between creeping right (in advance of the turn) and staying far, far left. It flowed better, I came out in the right place, the car wanted to be here, not there.

And so, turn by turn, lap by lap, it all clicked. Not all in one day mind you — but over the course of the better part of 200 miles on one track in three days, I got it, and it felt really, really good to be out there. I may have learned more about driving, my car, and myself in one long weekend, then in my (cough) years of driving.

On Saturday it rained all morning, and out I went. Not really afraid, more curious at this point

continued on page 34

Around The Cones

Steve Ross



As predicted, the 28th annual Ramble was not only a sell-out, but it became the largest ever event for NER with 142 cars participating. That translates into almost 300 NER members and guests on the route. Kudos to Bruce Hauben and Joyce Britton along with the support staff at registration for another great event. (See the accompanying story and many pictures in this issue.)

As always on Rambles I am gratified to see so many new ramblers, this year by an estimate of the hands raised at the dinner there seemed to be close to 40 of these 'newbies.' As a long-time member and President of the region I get to see and chat with probably hundreds of people throughout the year, but the Ramble is unique, as there seem to be many more members who only go on this event, thus not known to myself personally. In any case, we are happy to have you participating in this great event, and encourage you to try some of the other many and varied options that are offered throughout the year. I

The 28th annual Ramble was not only a sell-out, but it became the largest ever event for NER with 142 cars participating.

promise you it will be fun and enjoyable.

A week later we launched our first DE event of the year at NHMS, specifically the Novice Day, which this year saw a record of 34 brand-new novices learn the intricacies of the track in the capable hands of our instructor corps. Also, look for full coverage and pictures in this issue of the NOR'EASTER.

Yet another weekend later our autocross program kicked off on a beautiful sunny mid-70s day (this being written on-time the day before the event, going on the reliable weather forecast heard this morning), the first of five events, the second of which was held two weeks later on Memorial Day weekend (no I will not forecast the weather for that event; this is New England, after all).

Reading our northern neighbors' newsletter the other day I was intrigued by a story written by Gary Levine concerning the way auto makers name their models. So now that I have given due credit for where I got the idea, here goes on my

nostalgic look at the subject.

First and foremost for us, Porsche, as most of its German brethren were very efficient in using numbers to identify models. The 356, 911, 912, 924, 944, 968 and 928 are all models that are readily recognizable to most everyone. The complication comes two ways; one is that there are versions of these easy to remember numbers. There are A, B, C and more for the 356 groups, 914 and 914/6, T, E, S, SC, RS, and others for the 911; only S, S2, and S4 for the water coolers. To add complication, the internal Porsche model numbers started slipping in, maybe around the 911 Turbo introduction in the '70s with 930, then 951 for the 944 Turbo; 964, 993, 996, 997, 986, 987, 970 (the new 4-door) are some other examples. And, of course, when the Boxster came out in '97 actual names became more prevalent; yes the Carrera name has been used since the '50s to identify various Porsches but now there was a non-numeric model name. Of course, this does not even touch on the myriad race- and semi-race cars over the years: 959, 904, 906, 907, 908, 909, 910, 917, 956, 962, etc. Then there are the engine designations starting with 356 (1500, 1600), and the 914 (1.7, 1.8, 2.0). With four-wheel drive we got the Carrera 2, 4, 4S. I guess Targa fits in along with Cabriolet and Roadster, too, in defining the models. So you see it gets

pretty complicated, especially for the new-to-the-marque people.

Let's take a look at the other marques starting with the oldest in the auto industry: Mercedes Benz. For many years MB was solidly into the straight number listing for models with either letters, words or numbers with a decimal point to define the exact model. Examples are 280, 280SL, 280SE, 280SE 3.5, 280SE 4.5, 300SEL, 300SEL 6.3, 300SL, 350SL, 450SL, 500SL, 600SL, 220D, 240D, 190E 2.3, 300E, 420SEL, 500SEL, and on and on. Interestingly enough, they ran out of combinations and had to reuse some old ones on new cars, examples the C240D, which brings up the major change in '94 when MB officially recognized the major classes of cars similar to BMW and Audi, naming them C, E, S, SL and using the letters before the numbers. Also interesting is that, as with the other German manufacturers, not all the engine size designations were accurate.

continued on page 35

Four Speeds & Drum Brakes

Tom Tate



The Hershey, PA Porsche Swap Meet is on my calendar every year as the first car event of the driving season. Not only is it a six-hour drive from home, but it's also a real road trip that starts at midnight; just like the old days.

The idea is to leave in the middle of the night, arrive in chocolate town for breakfast, stand around talking to old friends, sell a few parts, buy more, and then leave about 3:00 pm to be home by bedtime. That way we can all tell our wives that it is just a one-day event. This year it seemed that the years had caught up with some of my friends who decided that a midnight run was not such a great idea and drove down the day before. They said the traffic wasn't that bad on a Friday afternoon; I didn't believe them. That left just George Nelson and I to make the run. We both like country music so it would be a good time.

We loaded up the van with wheels, tires, mufflers and powder-coated engine tin and didn't have much space left. If we were going to get any bargains we were going to have to sell some stuff

an off night in the city or the bars hadn't closed yet. It was really quiet. We were over the PA line before anyone knew we were there.

The truck stop at the Hershey exit was well lit but empty when we parked in the gravel lot at 6:00 am, but breakfast was ready. I had two eggs over easy, four slices of bacon, three blueberry pancakes with butter and syrup, orange juice and coffee. My bill was \$5.99. How do they do that? Their chickens must work cheaper. I looked over to see George digging into a plate full of something covered with a kind of gray gravy that I couldn't identify. What ever it was it was hot and had been waiting for him all night. He loved it. Maybe he called ahead but I didn't hear the call. You can't get a breakfast like that in Mass. either; good thing.

As we motored over to the Hershey Park lot I could see the line of about 20 cars and trucks waiting to get in to the vendor area. I knew we should have pre-registered. Getting closer we could see that the long line was for the folks that had planned ahead. We were directed around them to the line for registration. As we drove slowly past the queue it was quite a surprise to find that we were the first one in that line. After filling out the forms we rolled to our spot before most

Going to the Hershey Swap Meet means that it's going to rain, but this year the weatherman said that the showers would hold off until 3:00 pm...

just to make room.

Things have changed as the years have rolled along. We don't take as much junk food as we used to do in college, we don't try to set any land speed records, and we don't have any beer. There was a day when the Budweiser cans were stacked on the dashboard next to the radar detectors, the CB was turned to channel 7 and the hammer was down. My, how things have changed. The idea is to motor gently through New York City while it's sleeping, well dozing maybe, maintain a steady eight mph over the posted limit on the interstate, and not get run over. We like to be in Hershey for a truck-stop breakfast before the gate opens at the swap meet around 7:00 am.

We usually register early in order to have a space reserved for us and don't have to wait in line after a six-hour run. For some reason that didn't get done this year, so we left a little early to be up at the front of the line for on-site registration. The lights of the Big Apple were in view before 2:00 am and the traffic was light. Either it was

of the rigs in line had gotten in. Like the guy said, "I'd rather be lucky than smart."

Going to the Hershey Swap Meet always means that it's going to rain, but this year the weatherman said that the showers would hold off until 3:00 pm and he was right. I had borrowed a tent just in case but it wasn't needed. Probably because it was there, which was a miracle in itself. Getting the tent there was a long story of FedEx overnight delivery of the keys to the PCA timing trailer, a 300-mile ride in the back of a truck that belonged to the son of a friend who was going to the meet to get some 914 parts, but I won't bore you with the whole twisted tale. There is enough there for another column; why waste it?

The crowds were huge, there were guys there from the Midwest and South that I had spoken with but never met. My brother, Bill, and his wife, Beverly, drove up from Maryland with some parts for me. Lots of stuff got sold and best of all we

continued on page 35

Flat Sixer

John Bergen



Where does the time go? I mean one minute I am fat, dumb and happy, enjoying life and looking forward to all the great things that NER PCA has to offer. The next minute I am up to my eyeballs in an alligator pool and I forget that the reason I am in there is to pull the plug to empty it.

My life has shifted into overdrive. In the short time I have been in my new position I think I must have aged three dog-years. It seems as though every day is a new adventure, and by adventure I mean crisis, or fire drill, or maybe even a cluster _____. What ever it is, it is always something new and I am always surprised and amazed at the next thing that comes along. It's kind of like being an Emu.

You know what an Emu is — the second biggest bird behind the Ostrich. When Dot and I lived in San Diego we used to go to the Wild Animal Park a lot. This is the breeding ground for the San Diego Zoo. At the Wild Animal Park they had a bird show, and one of the funniest parts of the show was when the Emu came out.

I had the Green Machine in CT. I think most of my office knew the car was mine since they were aware of me being involved with PCA.

These big birds have a brain the size of a pea, so they have trouble remembering anything. Everything they saw was like a new thing to them. It was hilarious and I highly recommend taking in the show if you ever visit San Diego. The irony now, all these years later, is that I feel like an Emu. Oh hey, another big freaking deal; no problem, we can deal with it. Five minutes later, oh hey, another big freaking deal! You get the picture.

So I have been driving a ton of highway miles between Westport, CT and Walpole. This past week or so I actually drove the Green Machine down. It was the week right before the Ramble and I wanted to make sure it was up to the task of driving for several hours. Little did I know that it was going to pour that week, and my Targa roof isn't exactly watertight. Doh! Luckily my apartment has an underground garage, and I can park under an overhang at work.

The only real issue is when driving in the pouring rain. Plus my wipers need to be replaced! Heck, I might as well just take the top off and stick my head out in the rain. Just kidding, that would

be silly, and besides, the roof doesn't leak that much; just a drop or two every now and again. Okay, back to the story.

So I had the Green Machine in CT. I think most of my office knew the car was mine since they were aware of me being involved with PCA. Plus the MA plates were probably a dead giveaway. It was fun driving the car for a longer distance than what I had been doing, although the stereo — mostly the old amp and speakers — leave a lot to be desired. I didn't let that small detail rain on my parade; it just made the sound of the flat six that much better.

My ride home on Thursday night was kind of scary. For the most part I had a smooth ride. It wasn't until I hit Rhode Island where things got interesting. I was zipping along nicely when I spotted an erratic driver up ahead. This guy was in the left lane and swerving a bit. I am always afraid when it comes to moments like these; do I get close enough to get his license plate so I can call it in? Or, do I hang back and hope nothing happens too quickly that I can't avoid a pile up? As I said, it was kind of scary.

As I slowed down to evaluate the situation he slowed down, which was not a good thing since there were people pressing him from behind in the left lane. So, now you've got these idiots in the left lane, tailgating an apparent drunk, and they are totally oblivious to the danger and the risk at which they are putting others. Not a good situation.

So the idiot tailgaters eventually pass the guy on the right, after they realize that he is drunk, I think. Then as they speed away the drunk determines it is a good idea to race them and so off he speeds into the night. I thought I was going to come across a crash further up the road, but luckily that never materialized. Anyway, I made it home safe and sound, and the Green Machine was ready for its trip to NH.

The next day I got to sleep in a bit. The kids went off to school and I got to work out. Then Dot and I ran some errands to get ready for our road trip. We would be packing kind of light, and we would be dropping Dylan off at Steve Ross's for the trip to NH, which meant we could take the 911 on the Ramble.

I should have snapped some pictures of the

continued on page 36

Minutes Of The Board

Joyce Brinton – May 12th 2010 NER Board Meeting - Reported this month by Amy Ambrose



Called to order at 7:40 after a delectable dinner at the Webers' home. Attending were Steve Ross, Amy Ambrose, Chris Ryan, Chris Mongeon, Adrienne Ross, Karen and Bob Cohen, and Susana Weber.

President/Activities Report:

First day of the season opener for Driver Education was a success despite the second two days (NCR) — rainy weather on Saturday, followed by clear but windy and cold on Sunday. There was an overwhelming number of novices, since about 60% of Ground School attendees signed up for this event.

Autocross, May 16th, will be first time out with new timing equipment. It has tested fine and we anticipate no issues. Quite a few capable people have volunteered to help with the timing job.

Larz Andersen Museum in Brookline has a new car exhibit, for which a few of us were in attendance on opening night. Susana Weber's artwork is the backdrop for these magnificent automobiles. If you get a chance to stop by you will be overwhelmed by her 9' by 30' fabric banner; if not, you can view it on their website.

Administrative VP Report (Chris Ryan):

May 22nd tech session has generated a lot of questions from members to EPE.

Collings Tour, June 5th is all set, with 30+ people signed up.

Myopia Polo event, August 15th — suggestion to have picnic competition as in year's past. Judges can sample all entrant's wine and victuals in order to make informed decisions as to winners.

October event idea was brought up; since that is the month for beer we could have a brewing (beer and wine) event at Deja Brew in Shrewsbury. Chris will be making a road trip there to investigate and see about logistics, and sampling I bet.

Annual December 4th International in Bolton has been reserved; as of this writing the band is TBA.

Treasurer's Report:

Potential idea for DE events would be to subsidize dinners/lunches for attendees and also give away T-shirts (most likely long-sleeved) to attendees. Will check with Bruce Hauben in order to facilitate this idea.

Motion was made to accept the Treasurer's report.

Membership report:

Up seven members from last month.

Motion was made to accept the Membership

report

NOR'EASTER Report:

New Idea for a FAQ section in that we would have members write in questions for tech., racing, etc., and have various rotating advertisers/supporters with appropriate expertise give their answers.

New business:

Susana Weber has coordinated her efforts with a nationally based goodie store, which will allow members access to additional Porsche-oriented products. Members will soon be able to link directly to a website where they can customize items of choice (luggage, hats, etc.) with our logos and it will work seamlessly with her existing efforts.

Motion was made and idea was passed to move forward.

Steve made a motion to make a donation to the Give to the Troops charity on behalf of our membership. The drive for this was initiated through Zone 1. Motion was passed.

Amy (filling in for the absent Joyce Brinton)

Next meeting will be June 9th at Amy Ambrose's home, Hopkinton, MA.

Adjourned at 8:59 pm.

Happy PCA Anniversary

Thirty Five Years

Stephen Poirier

Thirty Years

Wayne Buliszak

Twenty Five Years

Paul Paton

Twenty Years

R Hyde

Donald Roberts

Fifteen Years

Fred Padgett

Fred Wills

Ten Years

Berdj Embree

Nick Bourgoin

David Capuano

Matthew Kiladjian

Mark Makryst

Scott Veit

Five Years

Scott Capacchione

Raymond Case

James Deary

Fred Deysher

Robert Micci

Andrew Rousseau

John Soares

Bryon Thieret

Anthony Tilley

Double Clutching

Bob Canter



Well, I was watching the second game of the Celtics play-off against the Orlando Magic when I saw one of the first indications for me of the takeover of Porsche by Volkswagen. It was during the second half when a TV ad came on for Porsche. First, just seeing a TV ad for Porsche during the game was a surprise. I can't recall before ever seeing a TV ad from Porsche during any sporting event, the way we see countless times for Toyota, Chevy, Ford, Nissan and a host of other car manufactures. I have always thought the reason for this was simply the case prior to the takeover that, being a small manufacture of specialty automobiles with limited resources, it was Porsche's belief that their money could be better spent promoting themselves using other venues, such as print ads and the like. Now with Volkswagen money behind them and Volkswagen themselves being a major advertiser on TV, I'm sure we will start to become inundated with more and more TV ads featuring Porsches. This would also make sense, since I have read that it

It was only the first NER autocross of the season, so there is still some time for me to do better next time, and try to redeem myself.

is Volkswagen's intent to dramatically increase the volume of cars Porsche sells on an annual basis. Another indication of this, which I saw in a TV ad that evening I was watching the Celtic play-off game, was that at the very end of the ad it mentioned that you could now purchase a Porsche and receive a 1.9% interest rate or, if you so choose, a very attractive lease rate. Now I don't know about the rest of you, but this just struck me as odd. I guess it is an indication of what is to come now with Porsche being a marque within a much larger conglomerate. Don't get me wrong, I do realize that there are a lot of positives that can come from Porsche being part Volkswagen, it's just that the way I used to think of Porsche as a company will, I think, begin to change over time if I continue to see more evidence such as that described above. Time will tell if this is a good thing or a bad thing. My guess is it will probably be for the better, but we will see.

You might recall that in my last article I mentioned that I had read that it was possible that we might be seeing a Panamera convertible some-

time in the future. Well I now see that another magazine, Germany's Auto Motor und Sport, writes that Porsche is trying to decide whether to build a two-door hatchback version of the Panamera and that it would be the "spiritual successor to the water-cooled 928." So for all you fans of the 928, and I guess to some extent the 924, 944 and 968, it might not be long before you have your front-engined, two-door Porsches back. I wonder how long it might be before we start reading again, as we did back in the eighties, that this might be the beginning of the end for the 911.

Well I have now raced in two autocrosses this season, one with NCR and the other with NER. Talk about two different conclusions to my attempts. In the NCR event, I came in first and was feeling pretty good about myself. In the NER event I came in sixth out of a field of nine cars and was left wondering if I knew the difference between the gas pedal and the brake pedal. All started off pretty well when we finished the morning runs with yours truly holding second place and being about half a second out of first place behind Tom Tate. All this changed pretty quickly in the afternoon when I couldn't best my time in the morning and a slew of other drivers passed me by. What is kind of funny about this is that Tom and I were sitting next to each other after the morning

runs and he and I were talking about what we expected in the afternoon with Tom saying he thought he could reduce his morning run time by approximately another second and I was busy explaining to him why I thought the afternoon runs might not be as fast as they were in the morning. Well, this might be the last time that Tom will ever sit next to me at an autocross, because the only times that did not improve in the afternoon were Tom's and mine. Talk about the power of suggestion. Still, it was a lot of fun just being there and, fortunately, it was only the first NER autocross of the season, so there is still some time for me to do better next time, and try to redeem myself. Congratulations to Chris Tuck who finished first in our class. I overheard Chris say that, in the many years he has been autocrossing, this was probably only the third time he had ever finished first. Given the way he drove this time it is my suspicion he won't have to wait as long as he did between first-place finishes as he did the last time.

I also would like to take a moment to recognize
continued on page 34

One Track Mind

Dick Anderson



Well, after all of my exuberance in last month's column about the opening of track season and how much I was looking forward to participating in the NER/NCR event at NHMS on May 7th–9th, I missed it! I can't believe it; I'm still POed about it, but what can you do? Suffice it to say that a brief, unscheduled stay in the hospital got in the way, that I am in now in perfect health and looking forward to Lime Rock with NCR on June 2nd. The hospital stay was not a total loss however, as I was able to recruit one of the docs as a new NER member. I expect to see his membership info next month; if not, I'll schedule a 'follow-up' visit.

Recently my son Adam, who lives in the Seattle area, has shown interest in buying, of all things, a Porsche! He and his wife Kelly have a new baby daughter, which makes the Porsche argument a little more challenging. Currently their auto fleet consists of an Infiniti G37 sedan and a Toyota Highlander, both suitable for hauling around an infant and all of the attendant paraphernalia.

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

Decision one is whether to add a third vehicle. That's being mulled over, but my bet is the G37 gets sold/traded and by default, the Highlander becomes the family vehicle (obviously that has to be OK with Kelly). He's been researching classified ads for "pre-owned" Porsches, as well as accessories for Porsches (not go fast stuff, but infant seats, etc.). He's frustrated by the proliferation of 'unsats' for sale and the prices being asked for them. He sends me links to cars he's found online, and I do likewise. To date, no car. At my urging he's 'bonded' with one of the favored local Porsche shops (well known to Seattle area PCAers, a guy who's on the national tech committee) and asked him to keep his eye out for any cars that he knows might be coming on the market. Buying Porsche number one and getting it right can be a travail. Welcome to the 'club,' son.

I'm not sure how many of you have taken note of the Spec Boxster class in PCA club racing. Former NER Treasurer Bob Cohen is enthusiastically campaigning a car prepped by Jerry Pellegrino

and his crew at EPE and is having an absolute hoot. June's issue of Excellence magazine has a great article about the class and has me seriously thinking about taking a flyer. Participation is limited to 1997–1999 Boxsters, and no engine modifications are allowed. Depending on which of the two subclasses in which you choose to run, certain other mods are allowed. BSX, for example, is restricted to suspension and safety upgrades and originally had autocross events in mind. BSR, on the other hand, is intended as a single-purpose racecar and, as such, has a gutted interior and a full complement of racing hardware. GT3-based suspension upgrades are allowed and a full roll cage is required. Excellence estimates that building a BSX racer will cost an owner about \$6,000, and a turnkey BSR racer can be had for about \$35,000 (it, of course, must be trailered). A spec Boxster will not scream down the straightaways like a 911 but will outcorner a significant number of them. Like all low-displacement racers, it's a 'momentum' car that harkens back to the good

old days of racing when wallets didn't win races. The most compelling argument in favor of Boxster Spec racing may be the comparatively low cost of consumables. Again according to Excellence, many BSX racers report running the entire season on one set of brakes and tires. Comparatively, a

BSR raced on a regular basis will need new rubber every third or fourth weekend, and front brakes mid-season (rears often last the entire season). Not bad. The article concludes with the following paragraph:

"The primary strength of this series mirrors the balance of the mid-engined car it is based on. Boxster Spec adeptly balances the unique performance, cost, handling and fun-to-drive traits that club racers crave."

Enough said. Just ask Bob Cohen.

NOTE: As I write, I've just lost phone, Internet and TV service (yes, I paid the bill). A call to Verizon resulted in a pleasant conversation with "Karen" who, after running a diagnostic on my FIOS system, declared the problem was at my house. At any rate, Verizon is dispatching a technician to fix the problem. Hopefully, I'll be able to transmit this to my editor, Adrienne "The Hun" before she sends me to detention.

The Ramble

By guest writer for the month Dylan Bergen

I have no idea how to start my column. My mom said I should say, "I just got back from my third Ramble and what a blast I had." I obviously won't be using that one. Actually, I will probably be going off on more tangents than you can count, which reminds me of the tangents in geometry. So if you have any geometry-related questions, send them to me. But on a more serious note, if you like this column, send me a 'congrats' at dylantbergen@gmail.com. If you didn't like it, tell me how bad it is at bergenj@juno.com. If you didn't get that joke just stop reading now. Just stop.

So what was I writing about? Oh, the Ramble. So anyway, this is my 3rd Ramble, and it was pretty cool. I got to navigate for Steve Ross, who is very good at driving while being told where the turns are five seconds before we get there. I also spent a lot of time hanging out with Cuan and Lee (two of the tallest people you will ever meet), because my dad was, like, ten miles ahead of everyone else at any given time. That's the only reason he was the last to hear of my little

if you like this column, send me a 'congrats' at dylantbergen@gmail.com. If you didn't like it, tell me how bad it is at bergenj@juno.com.

off-road experience with Steve. We were driving on the road with the giant rock (if you were there, you know the one I'm talking about) and we were behind this old red Porsche that was burning oil. So I was sitting there and felt like it was 1:00 am, from the fumes, and all of a sudden the car started to slide back and forth and bounce up and down. Steve and I both realized at the same moment that the car had gone off the road, and was now headed for one of those metal road markers. Then, in an act of pure red-run-groupism, Steve turned the wheel and we were saved. Now a great deal further away from the red car, we felt fine. So be careful you sleep-inducing old oil-burning red Porsche owner, because next time I fall asleep I will know who you are and fix your car! Very scary. Later I told Bob Cohen about the experience and he said it was Steve's lack of driving skill, saying he was the only person to drive his car onto the lake at Lime Rock Park. Now we all know he's completely insane.

If any of you are wondering how I'm writing this, I'm using what my English teacher calls,

"The Mind Throwup Technique," which basically involves imagining what your paper would have if your mind splattered all of its ideas onto it. I'm off on another tangent, though.

There was plenty to do at the hotel whose name I can't remember. I could watch some French TV or talk to my friends for several hours while waiting for the food I'd ordered. Or I could eat 8,000 calories in sugar at breakfast (those cinnamon buns were good) and use the really bad wi-fi. But I'm giving you the wrong impression. I'm just mad because I got a room over the kitchen, so it was 95 degrees with the AC on full blast. The hotel had friendly staff and, umm, more friendly staff, and, umm, oh good, uhh, water. New subject.

Did you guys see the Ferrari? I got to ride behind it with Steve for the last couple of miles to the hotel. The owner was nice enough to open the engine cover (it's not a hood or a trunk, I don't know what to call it) and show us, well, the engine. It's not just a piece of machinery; it's a piece of art. I know some Porsche maniacs will be saying "Oh puh-lease, there's nothing better than a 911." Hate to tell you, but two-thirds of the weight of a 911 is over the rear tires. The Ferrari has to make do with a little more than half over the rear tires. It feels very sad. Really. I'll stop

now because I like 911s, too. They're engineering marvels, because they have the ability to understeer then oversteer then understeer again all in the same turn. No other car I can think of can do that.

I have officially run out of ideas. This will be a recap. If you liked this, send me your credit card number at dylantbergen@gmail.com. If you didn't like it, spam me at bergenj@juno.com. Cuan and Lee are very tall, Steve Ross drove off road, I inhaled noxious fumes, the hotel had good water, and 911s were designed by aliens to eradicate the human race (just kidding, that spot is reserved for the Carrera GT). If you have any complaints about what I've done, feel free to keep you're opinions to yourself.

Dylan Bergen, Age 14, 3rd Ramble

The Mountain View Grande. Possibly one of the best Rambles in the last five years. Historic, but nothing was so ancient that you couldn't use it. Nevertheless, it was spectacular to bask on the room balconies, watching the scenery, and relax.

continued on page 36

Torqued Up

Amy Ambrose

This time last month I was patiently (okay, so not so very patiently) awaiting the finalization of my yellow Cayman deal. I knew going in there was a small chance the deal could tank since it depended on the seller coming up with the difference for his loan payoff. Not too worried here, as there were two other similarly equipped Caymans in the country. You guessed it; the deal tanked and I immediately got on the phone for one of the other two. One sold the day before my call and the other two days before. What exactly were the odds of that happening? Back to the drawing board. I had been having second thoughts about the need to have an "S" since I am still in the green run group. That left more possibilities for my now time-pressured hunt. One that I liked resided at a dealership in Ohio. I called the salesman and told him I was ready to move on this now. He kept pushing me on the phone saying, "What would it take to get you into this car today?" I know he didn't say it, but the words 'little lady' hung in the air as if he had spoken it; all the while I could hear him puffing on a cigarette in the background.

So my yellow boy is here and the wait was well worth it. Every day I am rewarded by reading the manual to discover new bonuses...

Does he not realize I sold cars 25 years ago? I know all the lines; hey, I even authored a few! I told him the trade was the issue — my car had 175k on it and I was concerned about it making the trip intact to Ohio. He kindly offered me the idea of just selling the car outright to CarMax, thus eliminating the trade issue. I could sense him turning his nose up to my trade anyway. CarMax? What was that? I told him I would check it out and be back in touch. I found CarMax online (100 locations, but none in Massachusetts) and what do you know, they happened to have a yellow Cayman. Out of thousands of cars countrywide they had three Caymans, and one was yellow. Goodbye Mr. Ohio Salesy Salesman and thanks for the tip!

Now that my car salesman days' confession is out there, I have one more to make. I have never bought a car based on color. It was always model, options and price; color only coming into consideration at the bottom of my list. When we had a gal come in to buy a car we would always snigger behind her back — watch this, she will go for

the pretty blue one in the showroom. Well, now I have gone and done it. I bought a car based on color; never thought I would have to eat my words. It is just that once I saw the Cayman in yellow I had to have it. I want it, I want it, I want it. I do hope everyone will forgive me for being a girl here; I just couldn't help myself.

So I was back in business; just had to wait for the car to be transported from the west coast. I do praise CarMax for their ease of sale (fixed price, no high-pressure sales, etc.), but two weeks to get the car from the west coast? In 2010? Now the not-so-patient wait began again. Once it arrived, the salesman (I had been waiting for this to happen) attempted to slam me into an extended warranty. I almost went for it but it just so happened I had a quick conversation with my Porsche tech about something else and I mentioned the warranty. He said please, please, please read the fine print because track driving sometimes voids them out. Sure enough, the verbiage was unclear (surprise, surprise) and the salesman assured me it wasn't a problem... but I pushed the issue and

we called corporate who immediately said of course the warranty is voided if a car is driven on a track. A shout out of warm thanks to my tech for his wisdom. So my yellow boy is here and the wait was well worth it. Every day I am reward-

ed by reading the manual to discover new bonuses I hadn't realized were included. I am quite sure this is not news to many readers but that limit button is priceless! I set it for 68 so I know from the beep exactly when I should set the cruise and be cognizant of my speed. That plus the Valentine One enroute should help defray any potential tickets. I am not humble about needing all the help I can get in this arena. My fourth day on the road behind the wheel (registered, stickered and totally legal... or so I thought) I was pulled over. I knew I wasn't speeding, thanks to my limit beep, so I was completely flummoxed. First words out of the state trooper's mouth were, "I didn't pull you over for speeding; your windows are illegally tinted." Huh? The tint was already there and I guess I just assumed (and yes we all know what that stands for) the sticker was proof that the percentage was correct. He put this doohickey onto my window and made a face. Then he came back with a \$250 ticket since the legal limit is 35%, mine being 23%. He then proceeded to tell me to fight the ticket since I had a very strong

continued on page 32

PRECISION AND PERFORMANCE DEFINE YOUR PORSCHE - AND OUR SERVICE TEAM.

Your Porsche is designed to meet and exceed all of your expectations. You can expect the same level of excellence from *Eurotech Advanced Automotive*. Our goal is simple - to provide you with a premium level of service so you get the most from your Porsche. When you bring your Porsche to *Eurotech Advanced Automotive* for service, you'll know exactly what to expect. Expect Excellence.



EUROTECH
ADVANCED AUTOMOTIVE

EVERYTHING TO KEEP YOU IN FRONT OF THE PACK AND WINNING!

- Factory Computerized Diagnostics
- Maintenance Service & Repairs
- Wheel & Tire Service
- Dynapack Dyno Services
- Corner Balance
- Four Wheel Alignment
- Custom Fabrication



EUROTECH ADVANCED AUTOMOTIVE
14 Grant Street
Framingham, MA 01702

phone. 508.879.9911
fax. 508.879.9119
www.eurotechracecars.com

EUROTECH
ADVANCED AUTOMOTIVE

w w w . e u r o t e c h r a c e c a r s . c o m

Calendar At A Glance

June

5 Collings Foundation
9 Board Meeting
18-20 Zone 1 48 Hours Of
Watkins Glen Driver
Education
20 German Car Day
@ Lars Anderson

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
27-29 NER DE @ Watkins Glen

September

8 Board Meeting
11 PorscheFest Concours
d'elégance

October

13 Board Meeting
24 NER AutoX @ Fort Devens

November

10 Board Meeting

December

4 Annual Dinner
8 Board Meeting

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

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

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

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

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

Name(s) _____

Address _____

City/State/ZIP _____

Phone _____ email _____

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

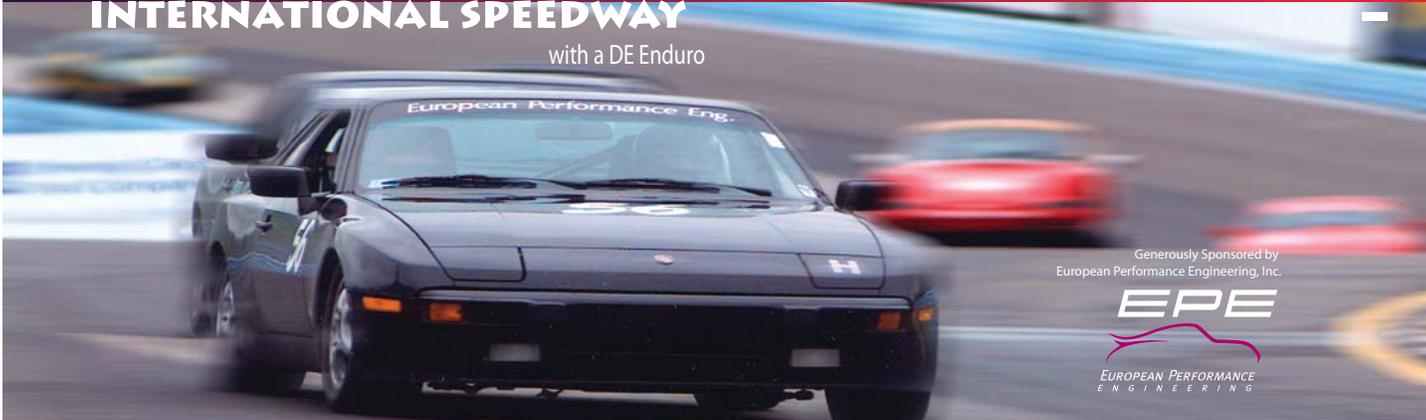


2010 NER DRIVERS EDUCATION EVENT

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.

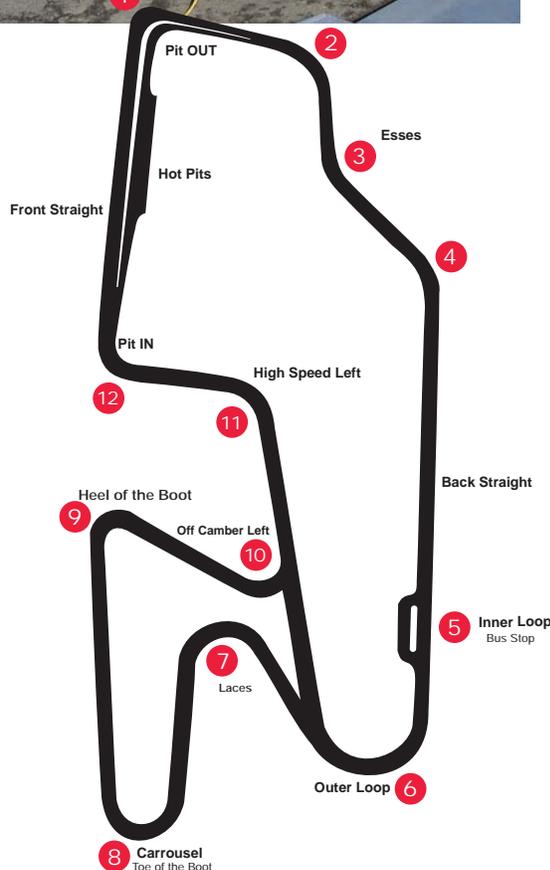
Registration for this event will be handled by NER through www.clubregistration.net and full DE info is available at www.porschenet.com. Pricing for the event is as follows:

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.





Autocross Saturday, July 10th @ Fort Devens

The Northeast Region will be continuing its 2010 season of autocrossing on Saturday, July 10th 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. Additionally, members may sign up for all 4 events in advance and receive a \$30 discount; cost for all four events is \$110 and must be received by April 27. As this year's Zone 1 event will be held at Devens, the championship series will include results from this event as well. Zone 1 is priced separately, details are available at <http://zone1.pca.org>.

We look forward to seeing you at this 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.

continued on page 34

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, 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.



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

German Car Day @ Larz Anderson Sunday June, 20th (Father's Day)

GERMAN CAR DAY
Museum Sponsored Event!

Larz Anderson Auto Museum Register by phone: 617.522.6547
15 Newton Street - Brookline, MA 02245 or email: frontdesk@larzanderson.org

CAR REGISTRATION - \$20

**SUNDAY
JUNE 20, 2010
10AM - 2PM**

**SPECTATOR ADMISSIONS:
ADULTS \$10
MILITARY, SENIORS,
STUDENTS AND CHILDREN 6-12, \$5
CHILDREN UNDER 6 ARE FREE!**

**Memberships start at just
\$30 and give you free admission
to the museum and all lawn events!**

LARZ ANDERSON
AUTO MUSEUM



2010 NER DRIVERS EDUCATION EVENT

**CALABOGIE
MOTORSPORTS**

3 DAY DE @ CALABOGIE

with a DE Enduro

Co-Hosted with North Country Region & Rennsport Region



Thursday, July 8 - Saturday, July 11, 2010

Registration Opened March 1, 2010

NER is pleased to announce that we will be returning for the **fourth** year to **Calabogie Motorsports Park (CMP)** with a 3-day event to be co-hosted this year by North Country and Rennsport Region. Once again all three days will be open to all run groups and NER will hold one of its signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers. Beer and wine social Thursday after the event for all drivers and guests.

CMP was a brand new in 2007 and is a 5.05 km (3.03 mile) road track with 23 turns, 65' of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490 mile drive from the Boston area. And if you combine this event with NER's LCMT event on July 12 - 14, Calabogie is just a 160 mile drive from Mont Tremblant that will take less than four hours on July 12th.

Those who have already had a chance to drive at CMP report that it is one awesome circuit. Designed by Alan Wilson (designer of Barber, Carolina and the recent reconstruction of LCMT), it's no surprise that CMP is fantastic to drive. To have a preview of the track, go to www.calabogiemotorsports.com. While you are at the website, check out the improvements to the facilities at the track as well as information about local hotels and restaurants.

Crossing the US/CA border is simple and hassle free. For US and CA citizens 16 years and older, a passport is required cross the border. Younger than 16 years may travel with a birth certificate.

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

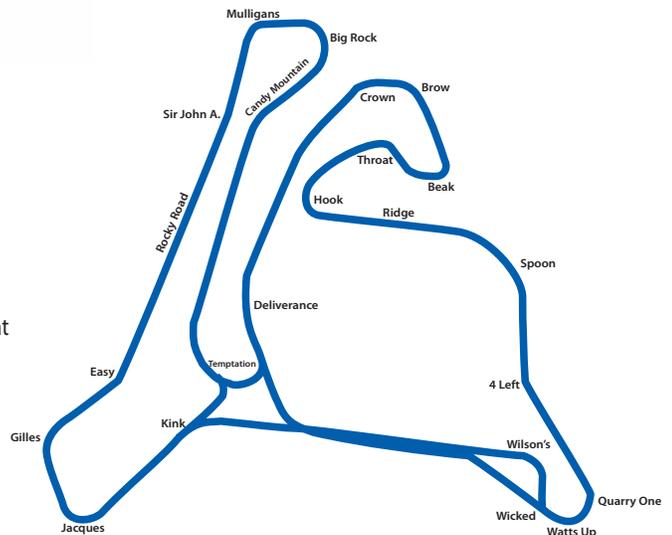
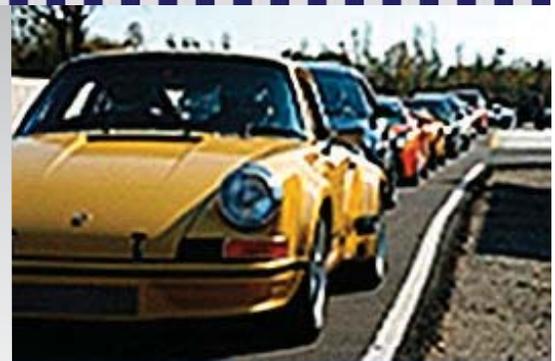
Registration for this event will be handled by NER through: www.clubregistration.net and full DE info is available at www.porschenet.com

Students	\$570
Signed off Drivers	\$495
Instructors (before June 28)	\$275
(June 28 and after)	\$350

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.



Charity activities at Calabogie (July 8-10) and LCMT (July 12-14) DE events

This year, NER's charity events are once again benefiting Angel Flight, NE — an organization of private pilots who provide transportation to medical facilities for those in outlying areas of the Northeast U.S. We've planned the following activities to take place during our July Calabogie and LCMT driver education events.

In case your family and friends missed out on the opportunity last year, or if they want a repeat performance, we will be having Touring Laps at lunchtime on the first two days of each event. In addition, we will offer a Taste of the Track during Blue and/or White run group sessions on those days.

If you don't know what these events are, here's a bit more detail. Both opportunities are great for introducing your family and friends to what you are doing out there on the track — who knows, they may become hooked on the sport, just like you are.

Touring Laps: During the lunch break on the first two days of the event, any licensed driver over 18 years of age can take a car or truck onto the track. A pace car (or cars) will lead the group(s) around the track, using the correct 'line,' but at a reduced speed. No helmets are necessary, but everyone in the car must have their seatbelts fastened and must have signed the NER waiver (and the special waiver for minors, if any) and be wearing a wristband. Laps will continue for about 15–20 minutes, so you will still have plenty of time to eat your lunch. A donation of \$20 per car is requested and, of course, more is appreciated.



Taste of the Track: If Touring Laps aren't exciting enough for you, then maybe a Taste of the Track is what you want. Any individual over 18 years of age can be a passenger in an instructor's car during one of the regular Blue or White run groups on the first two days of the event. To take advantage of this opportunity, the individual must have completed an application form, signed the NER waiver, have a wristband, be wearing an approved helmet (Snell 2000 rating or later), a long-sleeved shirt, long pants, and closed-toed shoes. A donation of \$40 is requested and, of course, more is appreciated.

How to sign up: Sign up sheets will be available at in the Control tower on the first two days of each event. The individuals participating must appear in person (although a parent must sign for minors doing the Touring Laps) to sign the waiver and get a wristband. Have fun!

If you have questions, feel free to contact Joyce Brinton at joyce.brinton@gmail.com



Sales • Service • Parts

NEW LOCATION

Boulder Industrial Park

Building 10-A

(Behind Northern Equipment)

off Route 20 in North Oxford, MA

888-414-2287

2010
Premier
Porsche Dealer



PORSCHE

Steve Centorino
Porsche Enabler

2010 Certified Porsche
Sales Professional

Porsche of Nashua
170 Main Dunstable Road
Nashua, NH 03060
Phone: 603-578-3759
Cell: 603-660-9824

E-mail: scantorino@porschennashua.com
www.porschennashua.com

**PORSCHE, BMW
& MERCEDES
SPECIALIST**

**ALL INSURANCE
WORK**



MIKE'S
A U T O B O D Y

MIKE NOONAN
251 BROADWAY, MALDEN

(781) 324-9831
FAX 324-1804

Angel Flight North East

Copy by Joyce Brinton, Photos submitted by Bruce Hauben

This year, NER's charity events are once again benefiting Angel Flight, NE — an organization of private pilots who provide transportation to medical facilities for those in outlying areas of the Northeast U.S. We've planned the following activities to take place during our July Calabogie and LCMT driver education events.

In case your family and friends missed out on the opportunity last year, or if they want a repeat performance, we will be having Touring Laps at lunchtime on the first two days of each event. In addition, we will offer a Taste of the Track during Blue and/or White run group sessions on those days.

If you don't know what these events are, here's a bit more detail. Both opportunities are great for introducing your family and friends to what you are doing out there on the track — who knows, they may become hooked on the sport, just like you are.

Touring Laps: During the lunch break on the first two days of the event, any licensed driver over 18 years of age can take a car or truck onto the track. A pace car (or cars) will lead the group(s) around the track, using the correct 'line,' but at a reduced speed. No helmets are necessary, but everyone in the car must have their seatbelts fastened and must have signed the NER waiver (and the special waiver for minors, if any) and be wearing a wristband. Laps will continue for about 15–20 minutes, so you will still have plenty of time to eat your lunch. A donation of \$20 per car is requested and, of course, more is appreciated.



Our Guests from Angel Flight NE

Taste of the Track: If Touring Laps aren't exciting enough for you, then maybe a Taste of the Track is what you want. Any individual over 18 years of age can be a passenger in an instructor's car during one of the regular Blue or White run groups on the first two days of the event. To take advantage of this opportunity, the individual must have completed an application form, signed the NER waiver, have a wristband, be wearing

continued on page 35



Bruce Hauben, Joyce Brinton, Larry Camerlin, and Robert Cohen

Porsche News

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



2011 911 GT2 RS

90 More Horsepower, 154 lbs Less Filling The time: seven minutes, 18 seconds on the Nürburgring-Nordschleife. The power: 620 hp. The weight: 3,020 lb (1,370 kilograms) in road trim with all fluids on board. The car: the new 2011 Porsche 911 GT2 RS.



911 GT3 RS, Porsche AG



911 GT3 R Hybrid, Porsche Team Manthey



911 GT3 R Hybrid, Porsche Team Manthey

According to editors of Ward's AutoWorld, the new Porsche Panamera Gran Turismo's inner sanctum is the industry's most "inspired design".

A team of eight Ward's editors evaluated 40 vehicles that have either all-new or significantly upgraded interiors this year, with the Panamera's interior winning for the most "Inspired Design".

"Obviously, with our first four-door sedan, the interior was a critical design element," said Detlev von Platen, President and CEO, Porsche Cars North America. "Winning this award reaffirms that the new Panamera is not only an exhilarating car to drive, but it is also a very enjoyable and luxurious car to travel in."



Panamera Interior

Stuttgart. With an advantage of more than five minutes, the Porsche 911 GT3 R Hybrid headed into the final phase of the 24 hour race. The key to this success is the vehicle's impressive efficiency with its innovative hybrid concept. The drivers only need to pit every ten laps to refuel, whereas their direct rivals must return to the pits mostly every eight laps. Virtually the same lap times with less fuel consumption – that's Porsche Intelligent Performance.

In contrast, bad luck robbed four teams running the new Porsche 911 GT3 R of any winning chances.

A competitor crashed into the barrier before ricocheting back onto the track and hitting the leading 911 GT3 R. Marc Lieb (Germany) had no chance to avoid the collision. The car was so badly damaged that team boss Olaf Manthey withdrew it from the race



911 GT3 RS, Porsche AG



The 2010 New England Ramble

Copy by Tania Deary, Photos by Dave Weber

Normally my heart sings when snow falls in New Hampshire. But not at the end of April, when the skis have been packed away, the Porsche has emerged from hibernation, and the Ramble is two days away. Reports of over a foot of snow in Littleton on Wednesday must have given Ramblemeister Bruce Hauben a few anxious moments. Ah, but Mother Nature is capricious, and two days later she shifted gears and delivered blue skies and balmy temperatures. As we pulled up to the Mountain View Grand Resort on Friday afternoon we saw our fellow ramblers on the terrace soaking up the sun and scenery (okay, and suds); we knew we were in for a great weekend.

It's always a buzz to walk through the resort parking lot on a Porsche ramble, and this year was no exception, with over 140 cars registered. You drool a bit, chuckle over license plates, add to your wish list, pick out your friends' cars, and anticipate that inimitable growl when they all rev up at the start of the Ramble.

Saturday morning we enjoyed breakfast in the sun-drenched ballroom, as Bruce welcomed us and noted the changes to the route, necessitated by local road construction. And then, to paraphrase those immortal words from the start of the Kentucky Derby (which was to transpire later in the day), they were off! Yes, yes, we know it's not a race. But let's face it — a pokey Porsche is an oxymoron.

The morning sunshine seduced us into driving with tops

down, but when the clouds moved in it was a bit nipper than we had anticipated. We passed a few hunters in camouflage standing by their trucks, warming themselves over cups of coffee, presumably after a morning's foray into the woods. Watching the reactions of the locals to a colonnade of Porsches passing by is always one of the highlights of the drive. There was that Arlo Guthrie look-alike standing mystified by the roadside, and the May 1st roadside clean-up volunteers who straightened up to rest their backs and wave to us. Our Porsche parade seldom failed to bring on a smile, and I like to think we brightened their day as they worked at their laudable pursuit.

The route led us into the White Mountain Region, and soon there were vistas toward the Connecticut River and Vermont beyond. The trees had that soft green haze that you find only in springtime, and horses grazing in the meadows completed the pastoral scene. We crossed Partridge Lake and a particularly lovely stretch ensued as we drove along a ridge with views of the river valley. Clusters of daffodils nodded as we passed, reminding us that Man has had a gentle hand in designing this landscape.

Having said that, the hand of man is not always so gentle in New Hampshire. "Live Free or Die" may be a noble sentiment, but sometimes it translates into a scourge on the landscape; if it doesn't fit in your house, stack it on the front porch. When



The Mountain View Grand Resort



The Common Man Inn

that's full, start in on the yard. There must be some underlying Yankee frugality in collecting all that stuff, but it sure can be an eyesore! Fortunately, a curve in the road later it's back to the sublime, as a low-lying wetland filled with marsh marigolds comes into view.

By mile 43, when it was time to re-zero the odometer, I was beginning to regret my second cup of coffee, but we carried on, as we were traveling in an amicable pod. There was surprisingly little local traffic, and about a dozen of us had stuck together. At a stop sign we picked up an interloper in the form of a red Trans Am who decided to run with the bulls for a while, and he was no slouch, keeping right up. The changes to the morning route took us past a vast array of birdhouses, Gramp's Country Store, the local ski area called "Slopes," and — best of all — a row of hay bales in a field displaying the cryptic message "Go Green – Recycle Congress."

Lunch was at the delightful Common Man Inn, and the agony of the queues in the rest room was mitigated by the homespun quotes emblazoned on the walls.



Here they come!



Cheers!



Variety in the lot.



Nancy Diorgio, Bob Flachbart, and Bruce Hauben

The 2010 Ramble was sponsored by



After lunch the sun was out, and so was the word to the local constabulary that something was afoot — something that would line the coffers. It seemed as though the police were determined to make their monthly quota on the first day of the month, for they were stationed at regular intervals along the route. Our group of about 15 cars gave them no satisfaction, though, as we had a good leader who crept along not a mile above the speed limit whenever there was a sighting. And then the route took us onto secondary roads and we were off on a spirited run. The scenery more than made up for the nuisance of the frost heaves.

The mid-afternoon arrival back at the hotel allowed time for a walk, a drink on the terrace and a swim — but not before rewarding our trusty Porsche for its performance. Like the racehorses after the Kentucky Derby, it deserved a few kind words and a rubdown — in this case with a hose and a chamois.

Over cocktails we reminisced with old friends and new. The common denominator was the spectacular course we'd all driven that day, and everyone had a story to tell. The delicious dinner served in the Crystal Ballroom was followed by a few remarks by Ramblemeister Bruce Hauben, who received a well-deserved standing ovation. Many people worked behind the scenes to make the event a success, and we were grateful to



Friendly faces at the Ramble

European Performance Engineering for again sponsoring the Ramble. Cheers, Jerry!

The end of a Ramble is always bittersweet, for we have to wait a whole year for the next one. Meanwhile we'll enjoy our Porsches and the friends we've made. And our appetite has already been whetted — for The Equinox in 2011!



Who is THIS guy?



2010 NER DRIVERS EDUCATION EVENT



CIRCUIT MONT-TREMBLANT

3 DAY DE SUMMERFEST AND DE ENDURO MT. TREMBLANT



July 12 - 14, 2010

Registration Opened March 1, 2010

The Northeast Region is returning to Mt. Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. - or if you prefer 4.26 km. - track set in the heart of the beautiful Laurentian mountains. With 15 turns anchored by famous Namerow and a great "pucker factor" up-hill, blind apex Turn 2 and major elevation changes, the circuit (LCMT) offers everything imaginable for every driver from beginner to advanced. Many track junkies will be extending their Canadian stay with an easy 4 hr. trip to Calabogie Motorsports Park for our July 8 -10 DE, details elsewhere.

NER will hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers. Beer and wine social Monday at the track after the event for all drivers and guests.

Of prime importance, we're back on schedule with the free Blues Festival in the village where most of us stay. Set on four different stages and continuing into the night clubs later on, the music is continuous for 14 hours a day. Details: tremblantblues.com/home.

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out www.tremblant.ca for details.

We've negotiated great hotel rates... details at porschenet.com/JCMS/content/view/293/134/.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago the track was renovated, widened and repaved, and a much safer track evolved.

Crossing the US/CA border is easy. For US and CA citizens a passport is required to if over 16 yrs. old. 16 yrs. and under, a birth certificate is acceptable.

Register at www.clubregistration.net and full DE info is available at www.porschenet.com

Students	\$585
Signed off Drivers	\$510
Instructors (before June 24)	\$265
(June 24 and later)	\$340

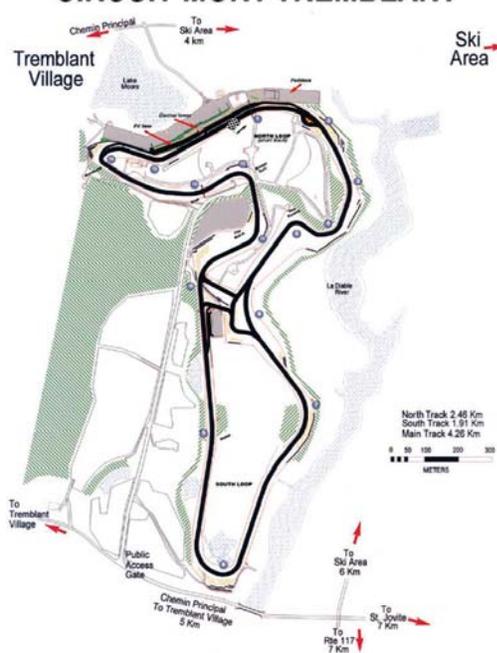
Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com Please make sure your email address is current in your clubregistration.net profile.

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.



CIRCUIT MONT-TREMBLANT



Drivers Education Novice Day at NHMS

Copy by Joanne Peterson, Photos by Bruce Hauben

I was excited and nervous at the same time. . As a matter of fact, the night before I barely slept, waking up and looking at the alarm clock, worrying I was not going to wake up on time for the 7:00 am check-in at Louden. .

It was my first beginner's track event. My husband and I had bought our 2003 Carrera 911 a couple of weeks earlier when visiting family in VA. I don't think I'd driven the 911 even 10 times at that point, but my husband insisted I had to know how to handle the car. I guess he didn't think I was too great a driver!!

The morning of the event, the Porsches were lined up it seemed as far as the eye can see. I never saw so many Porsches at the same time, and I think most of them were black. Not wanting to look too inexperienced, I made sure I knew the last three digits of my license plate. I didn't want to drive away in the wrong black 911 convertible.

Our meeting with another track owner (don't remember his name — he had an earring) prepared us for our track event. My mind was racing during his instruction and wondering, "What am I doing here?" I was getting more frightened by the



Inside the Garage

moment. Everyone seemed so excited to get started. I was just becoming more and more intimidated.

Our class started the day in a large parking lot. The track was wet with hoses and we were on a skid pad with an instructor driving at a pretty good clip. He wanted me to accelerate to feel how the car widens itself. After about my fourth turn, my



Paddock, and Turn 3



Novice Meeting

grand time, and my husband and I are currently looking into doing some autocrossing to get more experience under our belts. I give it a thumbs-up, which Tom always gave me going around the track!! Thank you everyone!!



Staging

knees stopped knocking and I finally understood what the car was doing. During this instruction, they tested our reflexes by putting on the emergency brake to see our reactions. Well, not surprising, I went the wrong way instead of into the turn, but I was starting to have fun.

The next test was to drive down the lot and come to a complete stop at the cone. I flunked that test. I didn't let myself stop short. Everyone was encouraging me every step of the way. I passed on the last try, I think.

The actual track event was exciting, and easier than the tests we did previously. My instructor was Tom Buckingham, a great teacher. He had the patience of a saint, because I didn't know what I was doing until around the 2nd or 3rd time we were on the track. It clicked, the apex actually made sense!! I had a



Friends at the Track



SWITCH!



Skidpad follies

A Bumpy Road to a Smooth Track or Fear & Frustration

Copy by Michael F Conway, Photos by Bruce Hauben

On Sunday afternoon, Mother's Day, as I washed the Porsche of more splatter, rubber marks, and brake dust than I ever remember it accumulating at one time, my thoughts drifted back to Loudon and the exciting blur of the previous two days. Lots of questions ran through my mind as I ran the chamois down the nose. Why had I waited so long? How many days until Lime Rock? I wonder if there are still openings for Watkins Glen. And, where can I find one of those passenger-seat-mounted fire extinguisher brackets?

The 964 was acquired from its previous owner back in 2003, and provided me about 15k top-down, grin-inducing miles in the summers since. Except for the occasional excursion into the nether regions of potential insurance surcharge, however, it really hadn't had much real exercise.

Back in November I learned a bit about the DE program from the PCA website, and submitted an application for Patti and me to join PCA NER. When the January NOR'EASTER arrived with the 2010 DE schedule and an announcement of NER's "Ground School," the process was set in motion. I registered both of us for the Ground School; this was to be my opportunity to get her interested in DE.

The February 2nd seminar at HMS Motorsport provided Patti and me our first opportunity to meet some wonderful people, including Bruce and Joyce, other long time members and DE participants, and a bunch of new PCA members and prospective DE novices, like us. We learned a bit more about DE and the safety equipment requirements. We skipped the pizza and on our way home we agreed that we both wanted to give it a try.

On March 1st I logged on and registered both of us for the NER novice day on May 7th and the first day of NCR's season opener, May 8th, both at New Hampshire Motor Speedway (NHMS), as well as June 2nd at Lime Rock and September 9th back in Loudon. Because I was registering two of us for the first time for events sponsored by two separate regions, it was a long, repetitive process.

Having mentally and financially committed, my thoughts turned to the car and what it would need to make it track worthy. As was my habit, it had an oil change and service done prior to the winter lay-up, which last year also included replace-



Pre-tech

ment of distributor caps and rotors (it's a '91), new alternator and fan belts, a valve adjustment, and a gear oil change. The only squawks I anticipated having to address in spring were front tires, brake fluid flush and possibly front brake pads. I had already accepted the fact that I'd have to install a roll bar to get track legal, but I had no idea how I was going to accomplish that.

Back in February when we were up at HMS for the Ground School, Matt Long had suggested a few web vendors that I should consider for a roll bar while volunteering that, if I needed it, HMS could assist with installation. So on March 4th, after a few days of hunting on the web, I telephoned Stable Energies of Garfield, New Jersey to get some additional information on the products they carried. The person who took my call identified the appropriate roll bar for my 964 Cabriolet and excitedly informed me how lucky I was to avoid the 4-6 week lead-time because they had one in the New Jersey warehouse. I happily placed the order secured by my credit card and quickly turned my attention to the topic of tires. Over the weekend of March 6th, I did some tire research and price shopping on-line. I finally settled on and ordered a full set of Dunlop Sport Maxx TTs from tirerack.com.

So, for a few hours on Sunday, March 7th, I actually allowed



Playing on the pad



Not as easy as it looks

on the Road to DE (Confessions of a Novice)

myself to believe that I had plenty of time and that this car prep stuff was under control. Well, the awakening wasn't long in coming. On Monday March 8th I received multiple calls from the folks at Stable Energies offering profuse apologies and explaining that, as a result of an inventory computer glitch, the unit showing in stock at the time of my call wasn't. With respect to my needs, the cupboard was bare. These good people went on to explain that they were so sorry for the error that they had already contacted the manufacturer in California and extracted a commitment to ship a unit to me directly "by the end of the month," but that I would have to arrange to pay the freight directly. I thanked them for their assistance while feeling my anxiety level begin to rise.

A week or so later the tires arrived. I stacked them at the rear of the garage and started to think about the tech inspection. I went to the NER website and saw that one of the most local shops listed (convenient to my work in Norwood, at least) was Randolph Racing in Stoughton. I drove over there unannounced one afternoon and met Kevin. I told him I was brand new to this and had just registered for DE. He gave me a tour of his shop showing me some of the amazing cars he's built for clients and, in the process, left me a little intimidated. When I asked about alignments, he gave me a recommendation for a guy in Bridgewater and he even took the time to download and show me a youtube.com BMW in-car video of a run at NHMS.



Steve Artick talks to the Novices

I thought it was pretty cool but when I got home and showed Patti the video, she said it made her dizzy. This somehow made me realize that if this was going to come together I had a lot to do in a relatively short time, and I was still awaiting delivery of critical components. My anxiety level raised another notch.

On Friday, March 26th, I got a call from Eagle Freight telling me they had a delivery for me on Monday. I wrote them a check and left it with some friends at work, as I would be out of the office. It arrived in good shape, and sat in my office for

continued on page 32



NHMS



NER PCA's AX season opener was, in many ways, typical of early season events. Getting to grips with the new layout for the pits, staging and starting; delays in collecting and unpacking the trailer and setting up the equipment, not being able to find the script for the drivers' meeting and a lack of familiarity with our new worker assignment methodology all led to a slightly delayed start. My bad...

What made up for those nuisances were 1) the many eager participants (with many new faces!); 2) the absolutely gorgeous weather (very rare this early in the AX season!); and 3) the fantastic new timing equipment and customized sensor cradles (thanks PCA NER Board and Scruffy!)

Two other personal highlights for me were the course design and the number of pre-impact bumper cars that turned out.

While I'll admit that perhaps I had a little too much pent-up excitement after a whole winter without AX, I have to say that even viewed objectively, Ron's course was fun, fast, and free-flowing. It was easy on course workers, not so easy on drivers and I can't remember the last course I had as much fun navigating through!

The other highlight was the older cars. 986s/996s and 987s/997s are very impressive cars. One look at the times they can run on street tires will confirm that for anyone. They're beautiful too. In my eyes though, nothing beats seeing older, less sophisticated vehicles being driven in anger! The smells, the smoke, the manually corrected errors rather than electronically prevented errors all add up to a spiritual experience for me. NER PCA AX1 had more than its fair share on this particular weekend. We're used to seeing 914s but we had several older 911s, an immaculate 912, a 904 replica and even a 356 (although it came along as a visitor only and didn't make it on course, something I would have loved to have seen!).

By the time you read this we will have our second event of the season under our belts and hopefully a few more new faces would have joined the crowd of newcomers that attended our first event. For those of you that have toyed with the idea of trying out an autocross, please remember the following:

- Moore Airfield (our "home" course) is just about the best AX venue you're likely to experience;
- You needn't have attended an AX school to attend a competitive event;
- We always have plenty of folks who are volunteer instructors;
- Our ride-along policy allows novices to be passengers to experienced AXers.

Attached to this report are the complete results of the first event. For those of you with a little competitive spirit, feel free to assess the times and gauge whether you think you could rank in a given class.

For those of you who like to use social metrics as proxy economic indicators, it is interesting to me to see the changes in relative popularity between our "race" classes and our "street" classes. Using Class 3S and 3R as an example, over the two years we've had the classes, we've seen a shift from street to race. Is that an indicator that folks are beginning to have a little more disposable income to spend on race tires? Or is it simply an indicator that once the bug bites, there is a never-ending tendency towards "performance improvement". Anyway, enough rambling from me...

Thanks to all those participants who showed up, had fun and helped out. We hope to see you all again soon out at the course. Check the calendar elsewhere in the Nor'easter for our AX event dates.

-Cuan Coulter

continued on page 32

Class	Pos.	Driver	Model	Time	Class	Pos.	Driver	Model	Time
1S	1	Francis ODay	914-6	78.95	6S	1	Ted Shaw	996	68.293
	2	John McLaughlin	912	87.28		2	Steve Hatfield	993	71.414
1R	1	Sigrid Schnoerr	914	66.59		3	Christopher Fahy	911	71.577
						4	Glenn Champagne	996	72.62
2S	1	David Case	944	71.24		5	Teddy Geldmacher	911	72.648
	2	Neil Halbert	944 S2	71.32		6	Chris Geldmacher	911	73.467
	3	Bill Aubin	944	74.39		7	Dara Ambrose	996	74.066
	4	Michael Moushon	944	76.87		8	Nick Quinci	996 C4	77.619
	5	Brian Halbert	944 S2	81.7		9	Benjamin Chang	996	77.713
	6	Jack A. Saunders	944	94.23		10	Wofgang Steudel	06 C4	84.079
2R	1	Georges Rouhart	968	67.77		7R	1	Oliver Lucier	Boxster
	2	Joe Kraetsch	924 S	69.32	2		Paul Atkin	997	67.897
	3	Devon Yablonski	944	70.37	8	1	Jake Moreau	997 C4s	65.948
	4	Lisa Roche	924s	71.98		2	Michael Tosi	997S	66.797
3S	1	Cuan Coulter	78 SC	74.39		3	Michael Bickford	998 GT3	69.738
	2	Steven James	911	75.35		4	Susan Kelley	997 C2S	71.415
	3	Giulio Panzano	87 911	77.06		5	Robert Cipriano	997 C4s	73.554
	4	Lee Coulter	78 SC	80.34		6	William Nerney	997 C4S	74.294
3R	1	Christopher Tuck	911S	70.06		7	Ronald Orr	2005 997S	75.367
	2	Chris Ryan	911 Carrera	70.42		8	Andrey Petrovsky	997 Turbo	76.565
	3	Tom Tate	914	70.61	9	1	Stephen Lefebvre	997C2S	63.57
	4	Tom Frisardi	71 911T	70.96		2	Charles Stromeayer	993 turbo	67.043
	5	George Skaubitis	RS America	71.01		3	Akira Mochimaru	904 Replica	73.609
	6	Robert Canter	Carrera	71.19	10	1	Scott James	97 Spec	65.96
	7	Jeff Johnson	911 Carrera	71.82		2	Ron Mann	GTI	71.784
	8	Dick Demaine	88 C2	72.44	12	1	Jonathan Cowen	98 M3	65.923
	9	Christine Skaubitis	RS America	78.42		2	Hank Wallace	95 M3	66.611
4S	1	Steve Ross	Boxster	71.34		3	Nick DeRosa	95 M3	66.717
	2	Grant Zimmerman	03 Boxster S	71.86		4	Mike Iannotti	135	66.986
	3	Gary Hebner	Boxster	76.8		5	Ash Perkins	99 M3	67.666
	4	Art O'Dea	Boxster S	78.23		6	Lana Tsurikova	95 M3	68.025
	5	Frank Lazgin	Boxster	84.07		7	Scott Roche	09 M3	68.832
	6	Joe Nicolaisen	Boxster S	84.41		8	Fred Kim	318	71.64
	7	James Bowers	04 Boxster S	85.88		9	Peter Clancey	328	74.067
	8	Nancy Lazgin	Boxster	88.64		10	Lorn Clancey	328	74.828
5S	1	Bill Seymour	07 Cayman	69.57		11	Lee Levitt	Audi	75.664
	2	Michael Orsini	Cayman S	71.3		12	Chris Langmack	Evo	77.149
	3	Duncan Dana	Cayman	74.13					
	4	Rich Schafer	Cayman	79.98					
	5	Amy Ambrose	Cayman	80.2					
	6	Linda Skole	Cayman S	92.68					

Top Time Of Day Raw time: Stephen Lefebvre 63.570

Autocross Event Dates

NER AX #3- Saturday, July 10, 2010 at Fort Devens in Ayer, MA
Gates open at 7:00 AM, Registration opens at 8:00 AM; runs start at 9:15 AM

NER AX #4- Sunday, August 1, 2010 at Fort Devens in Ayer, MA
Gates open at 7:00 AM, Registration opens at 8:00 AM; runs start at 9:15 AM

NER AX #5- Sunday, October 24, 2010 at Fort Devens in Ayer, MA. Gates open at 7:00 AM, Registration opens at 8:00 AM; runs start at 9:15 AM

PRE REGISTER at www.motorsports.com.

Torqued Up- continued from page 12



Amy at Auto Cross

case. My turn to make a face. Logic begged the question, which I posed to him, "Gee, then why did you write me a ticket instead of just a warning?". He responded with what he has probably said a million times, "Ma'am, this is what I do; I write tickets." So on my list of things to do this week is to get the tint removed, but I think I shall have tint with the legal limit of 35% put back on there; maybe I will make it 34%.... just because that is what I do.



Amy and her new boy

Bumpy Road - continued from page 29

the afternoon where it received questioning glances from several of my coworkers. The following day I brought the bar home in the bed of my pickup truck, and on Saturday April 3rd I spent about five hours completing what the Stable Energies website described as a two-hour installation. It was a beautiful sunny day with a light breeze, so I could work comfortably in the driveway. The process consisted of removing carpets, dry fitting the bar, locating the drill holes and verifying the absence of lines, wires, etc. at or near drill locations, sweating, second-guessing myself and replacing the bar to verify its location, sweating some more, drilling holes in my Porsche, removing the bar and filing the edges of the drill holes, painting the exposed bare metal, waiting for paint to dry, replacing the bar and installing bolts, backing plates and double nuts, tightening everything and, finally, painting the exterior hardware. It looked good; Patti even said so when she returned in mid-afternoon as I cleaned up the driveway of tools and debris. The anxiety level dropped a notch.

The next mission was to get the tires on and the wheels straight. Because the tires wouldn't fit in the car, this required yet another logistical maneuver. On Friday, April 9th, I used the truck to deliver the tires to Kurt in Bridgewater on my way to work, and on the following Tuesday I drove the Porsche over and waited while he mounted and balanced the tires and performed a four-wheel alignment. It would require another pickup truck trip later in the week to retrieve the still serviceable rear tires.

It seemed to make sense to have the brake pads and fluid flush performed by the shop doing the tech inspection. Since the inspection had to be dated within two weeks of the DE event, the earliest I could schedule that was April 23rd. I wasn't able to get an appointment at Randolph, so I started looking for alternatives. Someone suggested Auto Engineering in Lexington, so I contacted them. Jim said he could get me in and out on Thursday, April 29th, so I arranged to have a friend pick me up there in the morning and drive me to work. A few hours after arriving at work, I received the good news/bad news call. The good news was that the brake pads had plenty of meat and didn't require replacement. The bad news was that I had a badly worn tie rod. This bad news was additionally disheartening because I had just had the alignment done and this hadn't been identified then. Having no other option, I authorized the necessary work, including both tie rods and a front alignment, and arranged to leave the car through the weekend. On the evening of Monday, May 3rd, I picked up the car and the completed Tech Inspection form, and drove home feeling almost ready. May 7th was rapidly approaching.

I had made reservations at the Red Roof Inn, and the plan was to drive up to Loudon on Thursday evening. There was one more requirement to be satisfied before we could get on the track. On the way north we made a detour to Danvers to purchase helmets at HMS. I had briefly considered a website

Continued next page

Quality. Performance.
on the road
or on the track...

Call the experts.

Musante
MOTORSPORTS
Porsche® Specialists



Service • Parts • Tuning
Fabrication • Modification

911/944/986/996/997/GT3
Engine & Transmission
Rebuilding

 **PAGID** Brake Pads

Hoosier (low cost shipping)
RACING TIRE

musantemotorsports.com

1257 John Fitch Blvd, Unit 12
South Windsor, CT 06074

phone: 860.291.9415
fax: 860.291.9416

purchase, but the importance of fit for this critical item overrode any small cost or sales tax benefit. Patti tried on a few helmets and found one that fit comfortably snug. Because we would be sharing a car, and because this first event was a trial for us to see whether we wanted to continue, and because the helmet that fit Patti was also the right size for me, we left there with one helmet to share.

The checklist was complete.

We headed for Loudon. After check-in we went out for a light bite and to catch some Red Sox-Angels at the local 99 Restaurant. On Friday, the 6:00 am wakeup call never came, but we were up anyway. We grabbed a light breakfast and briefly met some other DE folks at the hotel, including father and daughter, Jerry and Meagan from our hometown. We were on the road headed to the track by 7:00. There was a Porsche on the road ahead of us and another behind, so it seemed we were headed the right way. We had fueled after arrival the previous evening, so the tank was full. But when the other cars each pulled into a gas station on either side of the road adjacent to the first NHMS gate, I blindly followed the lead car before realizing that he was stopping for fuel. We pulled back onto the road and proceeded about another quarter-mile to the main gate. There we pulled into place in one of four lines of cars. It took us a few seconds to realize that all the other cars in line were empty. We grabbed our paperwork and walked to the line of people waiting their turn at the registration window. As we move toward the window we had brief conversations with the people around us. One couple, like us, were first timers sharing a car; some others were well-versed veterans.

Arriving at the window, we confirmed our identities, signed the required releases both for PCA and the track, and received our bracelets. We then drove onto the track grounds, through the tunnel and into the paddock area. It was a bit confusing. Everyone else seemed to know where to go, but we didn't. It seemed we had continued to an area better suited, and possibly reserved, for drivers with trailers. So we made our way back around the garages and found an empty spot to park. All this while we were hearing announcements being made about the tech inspection and a drivers meeting, but we had no idea where any of these were occurring. We did know that we had to empty the car, so we piled everything out of harm's way by the fence, and applied our assigned numbers.

By then the line for tech inspection was winding around the garages, and we took up our place at the end of that. The inspection was very efficient — four individuals, each doing their part, checked lug nut torque, throttle return, helmet acceptability, seat belts, loose objects, and probably a bunch more I didn't notice in the blur of activity. We got our sticker, returned to parking, and ran to the Media Center for the Novice presentation by Dennis Macchio, who gave a great introduction and helped set expectations appropriately. We then split groups. Because we were sharing a car, Patti had been assigned to Green, and I was in Yellow. The Green group went out for skid pad exercise, while I stayed for additional classroom time. Various speakers provided an overview of the planned activities for the day, discussed safety aspects, went over the meaning and use of the track signal flags, and emphasized that the goal, beyond learning something about performance driving, was to enjoy the experience. It was explicitly stated that student/instructor compatibility was not a given, and that anyone, student or instructor, wishing to switch need only request it.

The classroom let out before the Green group returned, so I used the time to track down my assigned instructor. I introduced myself and we chatted for a few minutes and agreed on a meeting place at stage time. By then Patti was back with the car, and as she headed for the classroom, I drove over to the skid pad and braking exercise setup in the parking lot. There we divided into subgroups, and I started out on

Continued next page

the skid pad. There were multiple sessions, each accompanied by a different instructor in the passenger seat. We were encouraged to accelerate around a wet pavement circle of cones seeking the limits of rear tire adhesion, while being provided with an introduction to throttle steer and the basics of skid recovery. What a blast!

From there we switched to the braking clinic where the goal was to slow and stop the car as quickly as possible without triggering the ABS, both on the straight and in a turn. My first runs exhibited a strong tendency toward early braking, but improved a little each time. Although this exercise was interesting and obviously useful, it wasn't fun like the skid pad. From there it was back to the paddock to join Patti for a quick lunch.

After lunch the track sessions, beginning with Green, gave us each three 25-minute runs. Patti's first run had her very excited. Mine, not so much. The second and third runs for each of us followed a similar pattern. She became happier and more encouraged while I grew further frustrated. It seems that while she followed the 'line' and clipped the apexes just right, I was either too early, or too late, or too fast, or, based on the number of blue flags I was shown, more often too slow. At the end of the day I was glad it was over, and just wanted to put it behind me and look forward to the next day.

We returned to the hotel to wash up and get some dinner. We were both pretty tired but we wanted to catch some of the Sox-Yanks game, so we went back to the bar at the 99. We were probably both asleep by the seventh inning, exhausted.

Saturday morning was wet, as predicted. The routine was similar: up at six, free breakfast muffins at the hotel, head out a little after seven. This time we were familiar. We knew where to turn, and stop, and go. Because it was wet we spent more time between runs hunkered in the shelter of the garages, and met more people just by virtue of the increased proximity.

I had received an e-mail from John Lussier of NCR back in April informing me that, because we had both registered in Green (my mistake) and Yellow was now full, that we would have to split the runs between us. So we were prepared for that. But when we hooked up with our assigned instructor, Jim Gratton, whose brother Steve had been Patti's instructor the previous day, he and Steve had a spare instructor who was available to take one of us in Yellow. Based on our prior experience, I volunteered to go with Jim in Green while Patti went with Steve Ross in Yellow.

What a difference a day makes. In spite of the wet track, my confidence improved to the point that I felt I was doing at least some things right, some of the time. I learned that I have an awful lot to learn but that I can have a lot of fun doing it. I had a blast. It felt good. I'm definitely going back. And so is Patti. I am so psyched.

On May 9th I registered both of us for Watkins Glen in August. We love the idea of the Canada trip, but we'll savor that for next year. Right now, I've got to run. I've got a fire extinguisher and bracket to install.

Cuan Coulter and Jon Cowen. Their efforts on our behalf to work on NER autocross are something to applaud. Without them it would be hard to imagine what the alternative might be, because they work hard to keep it organized and efficient. So, if I might suggest, if you happen to run into them at the next autocross take a moment to thank them. Without them it might be you who will have to be the one to assume all those late nights and responsibilities of making sure all is ready to go prior to us all showing up at the next autocross.

Happy trails, all.

about how different the track would be in the rain. My little Boxster and I (and my instructor) bravely trooped around, at speed. The car felt almost invincible in the rain... it still does.

Then the rain let up, and the mist settled. This was a much more dangerous condition. Through turn three, I decided to try a new strategy for speed up the hill. The Boxster chose 3rd gear just at the crest of the hill, and — over-torqued, and over-powered in the slick — we went for a little spin, literally. And it was great!!

There are these tiny fractions of your life, two or three seconds max, where you learn the most. This was one of those moments for me. The lessons imparted in that instant are not entirely relevant to everyone, but let's just say life-changing (in a good way). Not that I recommend a spin off turn 3 for everyone. I certainly didn't try it again. But for me, it mattered.

It all mattered really. The weekend couldn't have been any better for me. The drivers bonded over the rain, the snow (yes! It snowed!), the blend line. (My goodness, did we bond over the blend line!) The spins, the stories, the experience, and the camaraderie. We all were there to drive, because we like to drive, and learn, and try. People were encouraging, helpful, sympathetic, friendly, and engaging.

I'm going DEing again, and again and again. That's the plan anyway. I'm going to get to the Glen (maybe more than once this summer). I've promised some folks at this point that I would be. I'll try to do Canada this year, it's not certain yet.

A huge thank you to my instructor for his encouragement, time, endless patience and, frankly, the courage to go out there with me; with any student really. Another big thank you to the NER organizers, Bruce Hauben and Joyce Brinton and their really great track committee, and to the NCR folks, Steve Gratton and Lisa, and the lots of other folks out there making the day(s) safe, and wonderful, and fun.

Four Speed- continued from page 6

were so busy that we really didn't have time to buy much. I did get some new parts that I needed for my summer project, the Puddle Jumper.

Everyone liked the display of steering wheels that I brought but only a few found new homes. Since the custom is for the one who sells the most to pay for dinner, George treated me to a great meal at his favorite road restaurant, which was a Cracker Barrel about half way home. Plenty of food and change from a twenty-dollar bill. Why don't we have places like that in Mass?

It was a terrific start for the Porsche driving season, although I will be spending a lot of it in the garage putting the '57 Sunroof Coupe back together. It just finished its visit to the paint shop and the black is so smooth it looks like a mirror. It's even tough to take a photograph because it reflects all the light. You will be hearing all about it in future columns. KTF



Photo by Tom Tate

Around the Cones- continued from page 5

Next month I will finish the German cars and continue on with other European models from the French, Italian, Swedish and British carmakers.

Let us help you with that...

HMS offers a complete selection of professional racing safety equipment aimed directly at discerning drivers looking for the same state of the art technology that we offer to the Pro Teams we service.

And we can install it for you.

HMS[®]

motorsport

www.hmsmotorsport.com
9A Electronics Ave Danvers, MA 01923
888-467-3269 • M-F 9am-7pm Sat 10-2



Motul & Red Line Fluid • HANS Device
Racing Suits, Shoes & Gloves • HJC, Arai & Bell Helmets
Racing Suits, Shoes & Gloves • Safety Devices Rollbars

boys jammed into the back seats along with their backpacks. This is probably the last year that Dylan can fit back there. Next year it will be Dot and Sean with Dylan riding shotgun. I can see it now!

The ride up to the Grand View was pretty much uneventful. We hit a boatload of traffic in MA. We also made a pit stop at Hooksett where I secured some adult beverages for Dot and me. We eventually made it to the hotel at about 7:00 pm. The joint was hopping and the dining room was packed, but I figured that the crack staff would be well prepared for us, since they knew we were coming and that we would be renting out the entire hotel. Boy, was I wrong.

The wait for dinner was long but we were able to enjoy a cocktail (or two) and the company of some friends we hadn't seen in a while. It was great to catch up and share some laughs. We eventually were seated about an hour and a half after we arrived. Needless to say, that the boys were starving, so I mentioned to the restaurant manager that my kids would quickly

melt down and cause a huge scene if they weren't fed promptly. This threat actually worked as the boys got their dinners in no time flat. Meanwhile Dot, Steve, and I had to wait for a while before our dinners came out.

The food was actually pretty good and I was happily surprised. After we finished up it was time to hit the hay so we could be sure to get to the drivers meeting early. So we headed up to our rooms and got ready for bed. I didn't really notice it when we went to bed, but our room was slanted.

You know, kind of like those old Batman shows on TV with real people, where the bad guys' places were always crooked.

When I got up the next morning I almost fell over because the floor was uneven. I was like, "Wow, am I hung over or something?" Then when I got into the shower there were a couple of times when I tilted toward the wall and found myself wondering again if I had been having too much fun the night before. Dot also had some challenges around the sloping floor, so I know it wasn't just me.

Once we were ready, we made our way down to breakfast and signed ourselves in. This year everyone received a backpack

from Angel Flight. The boys loved their bags and quickly put all of their electronics into the European satchels, aka 'man bags,' in preparation for the drive. Bruce put together another great drive this year, with a small game-day modification due to roadwork.

I am happy to report that I was not a part of, nor did I witness, any shenanigans on the roads. The drive to lunch went relatively quickly, and before I knew it we were back at the hotel for a little R&R before happy hour. Dot, Sean, and I hit the pool while Dylan hung out with Cuan and Lee Coulter. The rest of the night was a lot of fun, catching up on things that have happened while I have been away. It makes me kind of sad to think that I won't be spending as much time at the NER events as I would like.

Well, there isn't too much more to write. I did pull the trigger and plunked my money down for Calabogie, LCMT, and the Glen. Now I just need to buy a crew cab pickup and figure out how I am going to transport Dot and the boys to LCMT while I am at Calabogie. Decisions, decisions, decisions. If you know of a good way, I am all ears!

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!

Angel Flight - continued from page 5

an approved helmet (Snell 2000 rating or later), a long-sleeved shirt, long pants, and closed-toed shoes. A donation of \$40 is requested and, of course, more is appreciated.

How to sign up: Sign up sheets will be available at in the Control tower on the first two days of each event. The individuals participating must appear in person (although a parent must sign for minors doing the Touring Laps) to sign the waiver and get a wristband. Have fun! If you have questions, feel free to contact Joyce Brinton at joyce.brinton@gmail.com

The Ramble - continued from page 11

Or, if you're like me, driving as fast as you can around the corners at nerve-wracking speeds. Yes, the fast-paced driving is always, in my opinion, the best. Driving 70-80 mph over a huge jump, while your stomach flies out from under you — now that's real fun.

If you enjoyed the scenery more, I suggest going to a slow Porsche Club, (not as if there has ever been one). So you should buy the slowest car you can find, like an Alpha Romeo that has run out of gas.

Now back to the hotel. Our lock was experiencing some real problems. It would work, and then malfunction. I was so annoyed that I might have taken it to court. Luckily, the staff was nice, so I decided not to.

If you like what I said please thank me (a credit card number is good) at seandbergen@gmail.com. If not, please spam me continually at dylantbergen@gmail.com. Sean Bergen, Age 11, 3rd Ramble

BOSTON'S PROPERTY EXPERT
ROB COHEN, CRS, ASR, ABR

President, Managing Director
 Broker, REALTOR®

#1 Ranked Broker Back Bay
 Units Sold MLS 2007

Search all MLS listings
www.robcohen.com
 6 1 7 . 9 6 2 . 0 1 4 2

SPECIALIZING IN:

Back Bay	Midtown
Bay Village	North End
Beacon Hill	Seaport
Brookline	South End
Charlestown	Waterfront
Leather District	West End

Real Advice. Real Results.
*When you are really ready to buy or sell,
 I'm available to make it really happen.*

A Boston Realty Advisors
RESIDENTIAL

715 Boylston Street • Boston, MA
 617.962.0142 • rcohen@bradvisors.com
www.robcohen.com

Marketplace

For Sale

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, bkridr@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 rsleonjr@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

Advertising Guidelines

Publication of paid advertising in the *NOR'EASTER* does not constitute the endorsement by this publication or the Northeast Region of the products or services set forth therein. The *NOR'EASTER* reserves the unqualified right to approve for publication all advertising submitted.

Marketplace Guidelines

Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be emailed to: aross@porschenet.com.

NER Board of Directors

President

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

Vice President - Administrative

Chris Ryan
28 Myrick Ln., Harvard, MA 01451
Home: 978-772-9546 email: ryan28@charter.net

Vice President - Activities

Amy Ambrose
50 Pleasant Street, Hopkinton, MA 01748
Home: 508-497-0154 email: amy.c.adler@comcast.net

Treasurer

Chris Mongeon
147 Fire Rd #12, Lancaster, MA 01523
Home: 508-439-2315 email: c_mongeon1@hotmail.com

Secretary

Joyce Brinton
5 Apple Ridge Ln, Littleton, MA 01460
Home: 978-952-8517 email: jb911@PorscheNet.com

Membership

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

NOR'EASTER Editor

Adrienne Ross
P.O. Box 760727, Melrose, MA 02176
Cell: 781-249-5091, email: aross@PorscheNet.com

Past President

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

Past President Emeritus

John Bergen
Cell: 617-908-9671 email: bergenj@comcast.net

Committee Chairs

Chair - Autocross

Cuan Coulter
160 Granite St, Medfield, MA 02052
email: cuan.coulter@comcast.net

Chair - Concours d'Elegance

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

Registration - Autocross

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

Chair - Driver Education

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

Registration - Driver Education

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

DE Tech

Chris Outzen
Home: 978-443-0732 email: Chris@theoutzens.com
Dick Anderson
Home: 978-474-0898 email: DickAnderson114@gmail.com

Chief Driving Instructor - Driver Education

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

Novice Development - Driver Education

Moe Auger
Home: Moe@augernet.com email: NovDev@PorscheNet.com

Instructor Development - Driver Education

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

Zone 1 Representative

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

Welcome New Members

Ryan Adelizi
Lauren Adelizi
Littleton MA
1988 911

Betsy August
Duncan Dana
Swampscott MA
2008 Cayman

Fred Bamber
Belmont MA
2009 911

Tucker Houlihan
Jerry Moreau
Oakland RI
1987 Carrera

Scott Koenig
Southbridge MA
2009 911 Turbo

Bob Kvietkauskas
Teresa Kvietkauskas
Carlisle MA
2007 Cayman

Raymond Lambert
Gigi Lambert
Cumberland RI
2010 911

Chris Macdonald
Danvers MA
1990 911 C4

Dave Maddock
Daniel Maddock
Barrington RI
2000 Boxster S

Dean Makowski
Newport RI
2008 Boxster

Fredrik Nilsson
Karin Anell
Somerville MA
1997 911C4S

George Palazzo
Johnston RI
2008 Boxster

Todd Pinel
Marshfield MA
2009 CarreraS

Gordon Price
SCITUATE MA
1995 993

Marc Schiowitz
Michelle Schiowitz
Marblehead MA
1999 911

Randy Thompson
North Kingstown RI
2005 911 TurboS

Andrew Tuchler
Wayland MA
2009 911

Huggie Walsh
Monmouth ME
1969 911E

Transfers

Mauvis, Gerard F.
Boston, MA 02116
Transfer from: Canada West (CW)
2003 911 C4S

Nicolaisen, Joseph R.
PO BOX 103
Andover, MA 01810
Transfer from: North Country
(NCT)
2001 Boxster

Ofenloch, Todd
Wellesley, MA 02482
Transfer from: Chicago (CHO)

Rancans, Eriks F.
Cambridge, MA 02141
Transfer from: Northern New
Jersey (NNJ)
1983 911SC

Satzow, Michael
Claremont, NH 0374
Transfer from: North Country
(NCT)
2004 Cayenne

STUTTGART NORTHEAST, INC.



SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

Jim Mallette
Owner - Technician
978-777-3077
978-777-9855 (fax)

OEM DIAGNOSTIC EQUIPMENT

stuttgartne@comcast.net
507 Maple Street
Route 62
Danvers, MA 01923



View our website

www.autobahnperformance.com

View specials, slideshows, and become a Facebook Fan

Got a great photo of your car? Send it to info@autobahnperformance.com.

facebook



► View Our Customers' Car Slideshow



► View Our Latest Restoration Slideshow



Get your Porsche ready for Spring today!

Porsche Oil Change Specials

Starting at \$130.00!

Klasse Kleen Special

Save \$30.90 with our "It's In The Bag" package deal!

New Customer Special

Receive **10% OFF** parts or labor on your first visit!



Parts

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

Service

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

The NOR'EASTER
c/o Adrienne Ross
26 Bartlett St.
Melrose, MA 02176

Periodicals Postage Paid At
West Boxford, MA 01885
And Additional Offices

To:

Time Sensitive! Do Not Delay

Improve your Carbon Footprint.



Porsche Performance. Done Right.

Since 1956, Auto Engineering has been renowned for the service and sales of legendary German cars. We specialize in Porsche repair, restoration and performance work.

Auto Engineering of Lexington
436 Marrett Rd. Lexington, MA
781.676.7700
www.autoengineering.com



Expert, Ethical, Economical
Service and Repair for
PORSCHE • MERCEDES
BMW • AUDI • VW