



Zone I Tech Tactics 2010

2010 New England Ramble

LEONARD TURNER

THE NOR'EASTER

MARCH 2010 MARCH 2010

Northeast 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

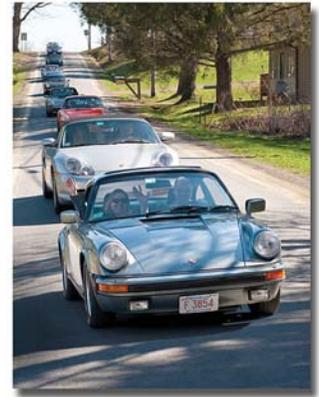
165 WEST CENTRAL STREET · NATICK, MA 01760 · PHONE 508-651-1316 · FAX 508-651-3448 · EMAIL EPE@EPE.com

INSIDE THE NOR'EASTER

MARCH 2010 MARCH 2010 MARCH 2010 MARCH 2010 MARCH 2010 MARCH 2010 **MARCH 2010** MARCH 2010 MA

FEATURES

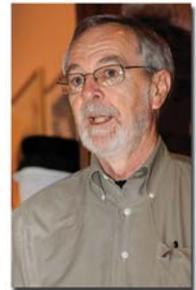
- 12 BOSE Automotive Sound Research Center Tour
- 14 Zone 1 Tech Tactics 2010**
- 15 AutoX School @ Ft. Devens
- 15 Spring Tour in April
- 16 The Newcomers Meeting
- 18 2010 New England Ramble**
- 20 Ramble-a-thon for Angel Flight
- 21 NER DE Novice Day and NCR DE event @ NHMS
- 22 2010 ZONE 1 CONCOURS D'ELEGANCE**
- 23 Editor's Mailbox
- 24 NER DE 2010 Information
- 28 LEONARD TURNER** Report and Photos
- 30 Leonard Turner's Top Ten Tips
- 31 Porsche News
- 34 Owing a Black Porsche - A Beauty or a Curse?



18



20



28

DEPARTMENTS

- 8 Anniversaries
- 12 Calendar
- 29 Marketplace
- 30 Board of Directors
and Committee Chairs
- 30 New Member Roster

COLUMNS

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

COVER



Cover Photo
Photograph of the 2011 911
Turbo S provided by Porsche
Cars North America.

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

www.porschenet.com



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

On the Edge

Adrienne Ross



Some of you may know that we often write our columns 20 or so days in advance of publication. It's a long tough process publications, and it's always good to be prepared. I have a list of 20 things so far I'd like to write about, but none was inspiring this month me to sit down, and indulge myself in a bit of writing fun.

I read a lot of automotive journalist's columns in papers from around the world, and I wonder how in the world they come up with something new every week. But if someone dropped the new Bentley Super-sport off in my driveway to test, I guess I could think of something to say. That would be a nice job for me I think, test driving cars and reporting my opinion...

Anyway, a few days ago I began the Michael Pollan book, *The Omnivore's Dilemma*. On page four he explains what the dilemma actually is; it's "what's for dinner?" or any other meal. He describes how we select food; tasty, nasty, junk or healthy. Memory and recognition are needed to guide us away from the poisonous things we've

...if someone dropped the new Bentley Super-sport off in my driveway to test, I guess I could think of something to say.

been warned about, or have happened to us. Our taste buds drive us towards sweet carbos that fuel us with energy, and away from the bitter and toxic. Our inborn sense of the "gross" keeps us away from rotten or putrid things. Some scientists believe that the reason we evolved such big brains is to help us deal with the omnivore's dilemma.

This got me thinking about the omni-cars(?), car-nivores(?) dilemma.

I like cars, all sorts, for different reasons. Unlike food, I probably don't "need" one strictly speaking, but like food, I have so many choices these days, and so very much depends on those choices, that I can feel it making my brain bigger. I've been imagining my next car, and the one after that, and the one after that. Since I've unleashed the racer in me, I've been thinking about how to get my car to the track. A whole new world has begun to present itself to me.

I could literally use almost one of each type, and there are so many choices. I want one of everything, like a giant car buffet. I thought I would

share my dithering with you as if money and storage was no object, because this is a real debate in my own head.

First, the truck.

I have visited a few members' houses as part of being the editor here. Some of them have big trucks, Ford F150s, 250s, Dodge Rams, Silverados. Big, big trucks. They use them to haul their cars to the track of course, and boy, are they pretty.

I have a Pathfinder. I have driven Nissan Pathfinders for the better part of 15 years now. I have a history with these SUVs, but that's another article. I'd never really looked at the big boys, but at the International Auto Show this year, I started to try on some of these super/heavy duty trucks, and all I can say is "wow!" They were a lot of fun to be in. Big and comfy, some with just incredible features. I want one.

I'm going to the RV show in Springfield to start to shop car trailers/Sport RVs this weekend too. I can see myself truckin down the road, on the way to some super cool track event with my Porsche in the trailer behind me, wind in my hair....

Where was I? Oh yes, my dilemma. Next is my luxury car.

I do loads of driving. Not as much as some, but it seems like a lot to me, and I would sometimes like to do so

at the helm of the USS Enterprise. I want warm seats, a guidance system, smooth shifting, low noise, hardly feel the bumps extravagance that comes with automatic everything, and a button that says "sport." The options here are staggering. What name? What options? What kind? My goodness! I've been shopping this one hard, and I admittedly don't have it narrowed down, but again, I want one.

There there's the theoretical "do-the-right-thing" mobile. Small cars, electrical, hybrid, or do I wait for hydrogen to hit this coast? I'm deeply disturbed by the idea that the same Honda in England gets 75 mpg that gets 30mpg here. I won't pretend to not know why. I had a little 90's Honda Civic VX that got 51 mpg, and I tested the claim. Sure enough, 51 mpg, it was awesome!

There are problems with all of them of course. I have to take into account the social and environmental impact of the car being produced, as well as before, during and after your ownership period. I will consider the cost of ownership, and

continued on page 36

Flat Sixer

John Bergen



Welcome to March. According to that large rodent from Pennsylvania, there are at least six more weeks of winter left. I find it amazing that thousands of people gather in some remote town in Pennsylvania to watch grown men torture some poor, fat, old rodent in the name of tradition. I do have to say that I enjoyed the movie Groundhog Day with Bill Murray, which was one of his last good appearances. But I digress.

Big news! I am once again gainfully employed. This is one of those double-edged swords, also known as a 'Catch-22.' I am back to work, but it severely limits my Porsche activities. Heck, I was so busy when I was semi-retired that I didn't know how I had managed to work at a real job for so long. So it is probably a safe bet that I won't be doing as many Driver Education events this year.

Another downside to this new position is that my new office is located in Westport, Connecticut. For those of you who don't venture down into Connecticut, Westport is one of the communities that border the Long Island Sound, the former

I won't bore you with too many details, let's just say that I am excited to be joining an organization that is excited to have me be part of it.

home of the late Paul Newman. On the plus side, Westport is closer to Lime Rock Park, The Glen, NJMP, and VIR.

So, what does this mean for yours truly and my involvement with the club? I do want to remain active in the club. I will continue to be a member of NER, and I will not be switching my membership to CVR. I may get a second PCA membership and select CVR for reasons of getting more days at Lime Rock Park, but that is another story. I hope to remain on as President for the remainder of my term, but this is dependent on scheduling of board meetings.

Usually we hold our board meetings on weekday nights. If this tradition continues, I will not be able to make any of the meetings. As you can see, if I can't make the meetings then I become an ineffective President which should dictate that I step down from the position. This is not an easy thing for me since I have such strong feelings about the club, but I will honor the board's wishes.

Enough gloom and doom. Let's talk about my new job! I won't bore you with too many details,

but let's just say that I am excited to be joining an organization that is excited to have me be part of it. The company is a large hedge fund, currently the largest in the U.S., headquartered in Westport, CT. They are a global macro investor and have grown rapidly over the past few years.

The bottom line is that they have a need for senior people to help lead and guide the organization through a transitional period. And that is what they basically hired me to help them with. My focus is on their 'Back Office,' which is a term that is used to refer to Accounting and Operations. The Back Office is what keeps the oil of the company flowing and helps the investment engine function and perform at its best.

I will be working a whole bunch of hours in the next four to six months, so I have rented an apartment in Stamford that I am calling home during the week. The apartment is actually quite nice and I have all the creature comforts I need. Plus it has a secure parking garage so I don't have to worry too much about whatever car I decide to bring to CT. This means that I might bring the 'Green Machine' down once the snow disappears for good.

Eventually, Dot, the boys, and I will relocate from Walpole to Westport. This is going to be a significant move since we all have a bunch of friends that we will be leaving behind. I will keep up on things through Facebook, and if you have a Facebook account we can be friends, plus we will always be back in the South Shore area, specifically Little Compton, for the summers.

I will continue to attend as many NER DEs as is possible and, who knows, you might see me at an autocross every once in a while. This year my family and I will once again be on the Ramble. I am hoping that Bruce can duplicate the great weather conditions we had last year. Now granted, there won't be any Hall of Fame or Hank Aaron, but there should be some good roads and scenery.

I have also put in for vacation; I did this on my second full day of work. I am planning for a vacation in July. I want to make sure that I do not miss out on Calabogie and Mont-Tremblant. This year I am looking to get my family to Mont-Tremblant where I can meet them after Calabogie. Then we can spend some good time together and all drive home together. To make this happen I have be-

continued on page 32

Four Speeds & Drum Brakes

Tom Tate



If it's February, I must have already come back from Phoenix. Every year as the days grow short and the temperature drops I look forward to the annual visit to that land of sunshine and car auctions. As many know, my son and his wife and family (now up to four boys) live in Goodyear, AZ, just a stone's throw from the auction sites in Scottsdale.

I flew out of Providence, RI, the friendliest airport in the country. Not only are they happy that you're there but the TSA people will let just about any old car part on board. Last Fall I traveled with a 50-year-old Bendix radio in my carry-on bag. A fellow in AZ on the 356 Talk List needed one for his 'Tub' and I had one on the shelf. I had to take it out of the bag and explain what it was but the first TSA guy that looked at it knew what it was. He had a couple of early VWs at home that had the same old tube-type radio in them. He told them it wasn't a bomb and off to the gate I went.

This year I was taking some engine sheet metal to Rob for a car that we bought in Oregon that

kind) but I did blow through the four car magazines that I had in my bag and the Sudoku puzzles in the three Spirit magazines provided by Southwest that I could reach from my seat were all filled in. It was a long flight.

As expected it was raining when I landed and continued for the next three days. In a state where turning on the windshield wipers constitutes a storm warning this was serious stuff. The news that night was nothing but storm coverage and warnings for drivers to stay off the roads and children to stay inside their homes. It was raining in Phoenix.

Think that life is no different than junior high school? When you're in the eighth grade and you have a pimple on your nose it's the worst problem in the world. If you're in a place where it never rains, a rainstorm is the worst problem that you could ever have. In fairness to the people of Arizona it did rain over five inches those three days and there was a lot of water standing, but the look in peoples eyes reminded me of the

looks I see in the lines at the grocery stores before a Nor'easter hits New England — sheer terror.

Meeting up with friends at a couple of the auctions on Thursday, I had a chance to look over the 356s that were being offered.

Some were very well done, but

there were a couple that could only be called shabby. The problem with being around these cars for so long is that I know too much about them. I know that the Bali Blue paint on the '58 Speedster wasn't introduced by Porsche until 1964. It a beautiful color, but even the Bali Blue paint number carefully stamped on the driver's-door ID plate won't make it correct. Reproduction Rudge wheels are expensive at \$20k a set but they are easy to spot from across the room because the material the wheels are made of is too thick. They looked great on the Speedster in the auction display area but they weren't the real ones. If a bidder mentally added \$50k to the value thinking they were original he would be in for a surprise when he won.

Two of the cars that were listed as 'numbers matching' didn't have any numbers showing on their engine cases at all. Maybe the seller figured that the buyer could make it match when

...the look in peoples eyes reminded me of the the looks I see in the lines at the grocery stores before a Nor'easter hits New England — sheer terror.

was missing some parts. I wrapped up most of the pieces and put them in a roller bag but the carburetor pre-heater rod was about six inches too long to fit. I gave myself enough time so that I could return to the car with the part if it didn't make it through security. Once I explained what it was and the inspector determined that it was too lightweight to hurt anyone down the ramp I went. I love that airport.

Before I packed on the morning of the flight (drives my wife crazy), I checked the weather forecast for Phoenix so that I would know what to expect. I have been out there in years past when the temps didn't get over 50 degrees, and without a borrowed jacket that visit wouldn't have been very pleasant. The national weather report mentioned that rain was expected, but in a state where the average annual rainfall is three inches, how bad could it be? I saw clearly the 60-degree temperatures that were expected and since I was leaving the 12 degrees of Boston, I was all set.

The nonstop flight was uneventful (the best

continued on page 35

Around The Cones

Steve Ross



Hope all of you are enjoying winter this year, whether it is roughing it at home, skiing up north, or escaping to the warmer climate down south (very far south this year, as the traditional snow belt had dropped to record levels). Believe it or not, our first driving event is less than a month away. The annual Novice autocross at Devens is April 4th. Quickly following that is Charlie Dow's traditional "goodbye to winter" morning tour, beginning in Lexington on Rt. 128/I-95 North at the rest area (see the promo in this issue). Then there is the big one, the 26th annual Ramble, with well more than 100 entries as this is written in mid-February. It looks as though we will sell out the Mountain View Grand's 140 rooms and set an all-time record for attendance at an NER event. DE kicks off in early May with our Novice Day at NHMS in mid-May, followed by two more weekend days hosted by NCR. Check out the calendar in this issue of the NOR'EASTER or at the club website for a complete list of activities.

As most of you have heard, our President, John

...supercars and high-end sedans (like) the AMG and M-series cars from the Germans that elicit that worship that we see from Porsche owners.

Bergen has landed a job out of state, in southwestern Connecticut, necessitating that he step down from office. The board of directors has asked me to become interim President until the end of the year, which I have accepted. As some of you may remember, I have held the President's position twice before for the two-year term in the '80s and '90s. Members will not see any changes, as this will be a seamless transition and any changes will be of the minimal housekeeping type. John has indicated that he will still be participating in a number of events including the Ramble, and the Mont-Tremblant and Watkins Glen DE events, so he will not be complete stranger.

Now to the fun stuff. I would venture to say most of you are passionate about your Porsches. That may be a foregone assumption, but what about other cars? How do we, as well as the unwashed non-Porsche folks of the world consider their cars? Most likely a car is a means to an end for an awful lot of folks. It is more like an appli-

ance than something to be emotional about. I would guess that we could divide the feelings people have about their rides by the type of cars and their intended uses. Examples? SUVs, vans, and pickup trucks are in the workhorse class. Economy cars, standard size cars such as Honda Accords, Camrys, most American mid-size vehicles and many others are pure transportation — an investment for transportation needs only. Sporty cars like the Mustang, Camaro, and various Japanese and Korean coupes draw some more passion from their owners. Luxury and near-luxury cars such as your BMW, M-B, Audi, Lexus, Infiniti, etc., probably elicit some pride in ownership or statement about their owners, but doubtfully any serious passion. That leaves just sports cars, supercars and high-end sedans such as the AMG and M-series cars from the Germans that elicit that worship that we see from Porsche owners. So how is this passion shown? Let's count the ways. The object of affection rarely sees inclement weather, never sees a snowflake, is washed in-

numerable times, detailed at least once a year if not more, and parked many yards from the plebeian brands in a parking lot, preferably at an angle to avoid dings on its flanks. On the other hand, the car is rarely babied when it comes to driving, high speed both in a straight line and corners (i.e., exit

ramps) are expected. Maintenance is meticulous and many times more frequent that the manufacturer suggests so that their faithful breed is always in tiptop shape. Interestingly, expensive sports cars are not the only ones to lead this life; many more affordable marques have the same fanatical ownership as we do, just at another price point.

In keeping with our editor's interest in feedback, why not write a letter/e-mail to the editor and express your opinion on this subject, I am sure there is a contrary opinion amongst our 1300 or so members.

Minutes Of The Board

Joyce Brinton – February 11, 2010 Board Meeting

The meeting, originally scheduled for February 10th, was postponed until February 11, 2010 due to a predicted snow storm – which then failed to materialize. Fortunately, most Board members were able to attend with the exception of John Bergen and Chris Ryan, who submitted his report via email. The meeting was hosted by Robert and Karen Cohen and an outstanding dinner was enjoyed by all in attendance.

Attending the meeting were Amy Ambrose, Dick Anderson, Joyce Brinton, Karen Cohen, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, and Steve Ross. The meeting was called to order at 7:20 pm by Bruce, acting as chair due to John's absence.

President's Report: John notified the Board via email that he has taken a position with a hedge fund in Connecticut and will be commuting to Massachusetts on the weekends (until his family moves sometime after the school year ends). As a result, unless the Board can hold meetings on the weekend, he will have to resign as President and the Board will have to appoint a new President. The Board discussed whether to move Board meetings to weekends; there were concerns about whether that would be feasible, especially during the driving season. The Board concluded that it would be necessary to appoint a new President to complete John's term. A motion was made and seconded and unanimously approved for Steve Ross to assume the duties of President for the remainder of John's term, which ends in December.

The Board asked the Secretary to send John a letter on behalf of the Board thanking him for his service and wishing him well in his new position. John will be missed by all although we hope he will continue participate in many of NER's activities even though he may become active in the Connecticut Valley Region of the Porsche Club.

Steve reported that there will be a meeting of the Autocross committee February 21st at which time amendments to the Autocross rules will be discussed and the timing equipment will be tested to determine if new equipment needs to be purchased. The results of that meeting will be reported at the next Board meeting and in the Nor'easter and on the NER website.

Steve also reported that plans for this year's Concours at Brookline's Museum of Transportation on September 11th have been finalized and details will appear in a later issue of the Nor'easter.

There will be a short tour in Metro West on April 11th organized by Charlie and Martha Dow. Details appear elsewhere in this issue.

Bruce reported that the DE schedule remains unchanged and is complete (see details in this issue of the Nor'easter and on the NER website). Work is underway to organize the May 7th Novice Day at NHIS. That event will be both a Novice Day and regular DE for solo drivers. Details and registration information appear elsewhere in this issue of the Nor'easter and on the NER website. The Track Committee is looking forward to a large turnout of Novices as well as of solo drivers, many of whom will stay for the two-day DE event being hosted by the North Country Region (NCR) on May 8 and 9.

The annual Spring Ramble, which this year is being held at The Mountain View Grand in New Hampshire, has already sold out all suites (a wait list has been established) and a total of 129 cars have already registered for the event. Only 15 more rooms remain at the hotel (as of February 11th), so if you haven't registered, you should do so quickly.

Chris Ryan submitted his report on Activities via email since he could not attend the meeting. He has the following meetings scheduled:

February 13th: An Evening with Leonard Turner at the Larz Anderson Museum of Transportation,

continued on page 32

Happy PCA Anniversary

Twenty -Five Years

John O'Brien

Twenty Years

James Hazen

Michael Perlmutter

Fifteen Years

Eric Falk

Howard Finn

James McKenna

Ten Years

Andrew Weaver

Edward Wadsworth

Gregory Klanderman

Sebastian Sicari

Betty Zakheim

Five Years

Paul Antrop

Dan Cavalletto

John Greenbaum

Mark Hedwall

Lloyd Keigwin

Christian Neary

Norman Perry

W. Blaine Stine

William Traut

Double Clutching

Bob Canter



Under the heading of “to each his own,” the other day I was asked by a client of mine who thinks I know something about cars what I thought about purchasing tires at Costco. He owns a Toyota Prius and it seems that Costco carries a particular brand of Michelin tire which only Costco, Sams Club and BJ’s carry for his vehicle. The first place I turned to, as probably most of us do, these days, was the internet. Sure enough there was such a thing as a Prius chat forum and, as what should probably come as no surprise these days, there was a whole page devoted to the Michelin Radial X tire sold at Costco for the Prius. What I did find interesting was that after reading the posts, most seemed to express the same opinion as this one I am quoting here.

“We put X-Radials on our 2008 about 2,000 miles ago and I have mixed results.

- 1) Much better tracking on the road. These tires changed the drivability of the car for the better.
- 2) Much quieter than the stock tires.
- 3) Smoother ride (I keep them at 44/42)

The 3.8 liter, six-cylinder engine in our Carrera S yielded strong thrust when revved and sounded terrific.

4) So far we are experiencing 3-4 less mpg which to me is very disappointing. Our average dropped from around 49 to about 45. I hope it improves as I do expect to see \$5 gallon gas in the next 18-24 months. I understand we should give it some time as new tread tends to produce lower mileage for the first 3-5K miles.

Would I do it again? No. I’d much rather have better mileage than the other factors. The original tires were just fine . We just don’t need any kind of serious performance other than good breaking.”

So let me see if I have this right, the person posting these comments readily admits that the Michelin tires make their Prius handle better, ride quieter and smoother than the original Good-years, but if given the choice of these improvements or maintaining an extra 3 to 4 miles a gallon damn the better handling etc. Can any one of you for a moment imagine any one of us reaching the same conclusion? Post after post was all about the gas mileage. I just found this comical but at the same time an eye opener to how the rest of the driving public must think

and feel about driving. Sure we all are concerned about gas mileage these days and if our Porsches were only getting ten mpg in this day and age we might begin to feel differently about driving them as frequently as we do. It just goes to show that we see an automobile as being something from which it is possible to derive a special joy and enthusiasm just getting behind the wheel. Any advancement we can achieve that would increase handling, performance or power where we would view as a positive to the majority of car owners in the world. These attributes which we hold so highly are unimportant and unnecessary to most. Today of course, it is all about gas mileage and creature comforts, and less about driving. Maybe this should serve as a reminder to those of us who find ourselves constantly questioning how this person or that person ever got a license to drive, to recognize that to most car owners the necessity of driving will never be a pleasure, but a challenge, and therefore that is how they will always drive... poorly and uninterested.

Just the other day I purchased the latest issue of Consumer Reports (CR) titled, the “Best Cars SUVs & Trucks”. I was interested to see what they had to say about Porsches and because my lease on my G35x will be up at the end of August and I will have to start thinking about getting

a new car to replace the Infiniti. It was interesting to note that the Cayenne is now recognized as having improved reliability, and is therefore now one of their recommended vehicles. The Boxster dropped from the ranks of the recommended to the not recommended because of declining reliability yet at the same time finished first in the 2-seat Sporty Cars category when solely ranked on overall road test score. Confusingly though the Cayman was cited as being one of the most reliable in its category. In the Performance/Luxury sports car category, the 911 scored highest and came in first both for overall road test score, and predicted reliability. It is highly recommended. Here’s a portion of what they had to say, “The 911 is fun to drive, with agile handling and communicative steering yet the ride is supple. Acceleration is quick and braking is phenomenal. The 3.8 liter, six-cylinder engine in our Carrera S yielded strong thrust when revved and sounded terrific ... Reliability has been well above average.” Here is where I have a question and some confusion.

continued on page 32

One Track Mind



Dick Anderson

Last I left you, I was in the midst of packing for a vacation that was intended to be a leisurely two weeks in Kauai for Ann and me. After an uneventful and, dare I say, comfortable (but long) flight we arrived to blue skies, sunshine and balmy temperatures. We picked up our Jeep Wrangler four-door at the Lihue airport and, after removing the roof panels, headed to Poipu Beach, motoring through the “Tunnel of Trees” that Elvis also drove through (top down, of course) as he serenaded his girlfriend in the movie “Blue Hawaii.”

One evening early in week one, we went to dinner at Duke’s (named after the Olympic swimmer Duke Kahanamoku). As I entered the parking lot, a prominent sign read “Valet” and pointed to the right. I spotted an empty space to the left and parked in it. After an excellent meal of “opah,” a delicious Pacific fish, we returned to our Jeep to find an irate note on our windshield blasting me for parking in a valet spot. Who knew? As we proceeded back to home base, a dashboard warning

If any of you secretly harbor the desire to jump out of an airplane at 10,000 feet (and free-fall 5,000 feet), Kauai is the place to do it.

light came on alerting me to a deflating tire. We made it back to the hotel but just by the skin of our teeth. Gee, I wonder if this had anything to do with that #*&%@\$! irate note? Well, I was on vacation and nothing was gonna p- - s me off, so I simply called Budget Rent-A-Car’s toll-free number and asked that they send someone to change my tire. That’s when I met my new idol, Roger Ridgely, a native of Philadelphia, 18-year Kauai resident, and proprietor of his own towing company. Arriving in a flatbed truck, painted flames engulfing its hood and front fenders, Roger, resplendent in shoulder length gray hair and a full beard to match (looking strikingly like actor Sam Elliot), affably explained his ‘story’ to me as he changed my tire. Previously the owner of a salvage yard in “Philly” he decided he’d had enough of the weather and local politics and, with wife and daughter, pulled up stakes and headed for Hawaii. His wife and daughter were able to find work right away but he had some difficulty, finally landing a job as a laborer building

the Hyatt hotel. Not really to his liking (he’d been his own boss when he owned the salvage yard) he noticed an absence of flatbed towing vehicles. After talking this over with his wife, she endorsed his investment in a flatbed tow truck and the rest, as they say, is history. Now the proud owner of his own company, cleverly named “A Tow in Paradise,” Roger not only owns the flatbed he arrived in to assist me, but another featuring a crane with a 39’ reach, and a heavy-duty wrecker capable of handling trailer trucks. In addition to towing, he’s done everything from installing roof trusses to recovering broken-down helicopters. Way to go Roger — Business 101: find a need and fill it. And if I may add the ‘Ridgely corollary’ — If possible, do it in paradise!

Tire incident notwithstanding, Ann and I had a few very relaxing days, sleeping late, catching rays, drinking mai-tai’s (a recurring theme), going out to eat and generally chillin’ — that is, until hurricane Sarah hit. Since Ann and I were going to be rattling around in our Marriott timeshare with

an extra bedroom and bath, and since she had a couple of vacation weeks available, daughter Sarah decided to join us, and she had an agenda. It included zip-lining, ATVing, tubing, skydiving, surfing, scuba diving and golf. So much for relaxing. First up was zip-lining, which consists of skimming

over the tops of the trees and canyons while tethered to a steel cable. We traversed seven zip-lines in total and I must say it was great preparation for our most adrenalin-inducing activity, which would come later. The ATV adventure gave us views of the landscape featured in the movie, Jurassic Park, as well as an understanding of the importance the sugar cane industry once had for Hawaii. Much of the ride (22 miles in total) was conducted on the old roads used by the cane trucks and through a tunnel dug by cane workers at night, after working in the fields all day for \$.15/day (the decimal point correct!). The sugar mill (now abandoned) and plantation were once owned by a man named Gaylord Wilcox and his family, but today all 17,000 acres are owned by Steve Case of AOL fame who bought the land several years ago for a mere \$65,000,000. To his credit, he permits ‘adventure’ companies to use the land (for a fee, I’m sure) but part of his deal when he bought the land was that no commercial development be allowed. While ATVing, I managed to break a rear shock mount

continued on page 34

Upshifting

Bruce Hauben



A note to all my long time readers; due to concerns (not mine) over the possibility of copy write infringement, there will no longer be snippets of humor at the end of my columns. If you'd like to be added to my private email humor and misc. content list send me your email and let me know if you prefer to be on the family entertainment list or risqué list which also receives the family content. Feel free to tell me if you later want off the email list at any time, nothing personal.

NER's DE season is fast approaching; our annual ground school will have taken place by the time you read this as will the opening of registration on March 1. Remember to go to www.clubregistration.net for all NER DE registrations.

Allow me a few suggestions here to ensure your experience is as seamless as possible.

Check in frequently to the DE section of www.porschenet.com/JCMS/content/view/283/129 and all its sub-pages as we continually update info and data for 2010. That is where in early

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

As of this writing, our Spring Ramble to the Mountain View Grand is filling up with 15 rooms left. As mentioned many times, I've structured this year's pricing to sell out the resort; we won't have to share the spaces with the riff-raff. If you've never been to a resort/hotel where every person you see in the tavern or in front of the fire place in the lobby is in your group, you haven't lived. It's great to be able to strike up a conversation with a stranger and know that she is in our group.

So get your registration in asap and if you've any concerns, email or call me first.

Bruce Hauben is Chair of Drivers' Education and the Spring Ramble and can be reached at bmh993@porschenet.com.

If you've never been to a resort/hotel where every person you see in the tavern or in front of the fire place in the lobby is in your group, you haven't lived.

you'll find hotel and Blues Festival information for Mont Tremblant (DE Event Information) and other important stuff. For example the "On the Track" section <http://www.porschenet.com/JCMS/content/view/61/56/> contains pages about "Driving Terminology"; "Flags"; a "Student Manual"; "What to Bring" etc. Do a little mining, it'll be worth your while.

Registration for all NER DE events opened March 1 including our May 7th Novice Day / regular DE at NHMS. As we're expecting many events to fill up - several other regions are bringing large groups to Calabogie, Mont Tremblant and Watkins Glen - you'd be wise to sign up early for those events you're considering attending. LCMT only allows 30 cars per run group. Green & Yellow run group drivers particularly need to sign up early as your admittance to events is dependant upon instructors signing up; always the last drivers to do so. Don't be surprised if you're on the wait list which is cleared on a first in first out basis.

Calendar At A Glance

March

20 Tour of Bose

April

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

May

1-2 NER New England Ramble
7 NER Novice Day @ NHMS
14-16 Zone 1 Concours & Rally
16 NER AutoX @ Fort Devens
28-30 Zone 1 Club Race
@ Watkins Glen

June

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

July

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

August

1 NER AutoX @ Fort Devens
27-29 NER DE @ Watkins Glen

September

11 PorscheFest Concours
d'elegance

October

24 NER AutoX @ Fort Devens

November

December

4 Annual Dinner

Tour of BOSE Automotive Sound Research Center March 20, 2010, 10:00AM-12:00PM

On March 20th, NER members will be treated to a tour of the BOSE automotive sound research facility in Stow, MA. BOSE is a world-renowned manufacturer of high-end audio systems and equipment based here in Massachusetts. The company designs and manufactures custom-designed sound systems for a number of automobile manufacturers, including Porsche. We will have an opportunity to see and hear about how BOSE brings high-end sound into the automotive environment.

This event is limited to 50 members. Reservations must be made in advance; please register by emailing (preferably) Chris Ryan at ryan28@charter.net. Reservations will be taken in the order received. Location information for the tour along with directions will be provided in a confirmation email to registered participants approximately one week prior to the event. If email is absolutely not an option, I will accept mailed-in registrations using the form below.

Name(s) _____

No. of Participants _____

Address _____

Email _____

City/State/Zip _____

Phone _____

Pre-register for this event by emailing Chris Ryan at ryan28@charter.net or mail this form to Chris Ryan, 28 Myrick Lane, Harvard, MA 01451 no later than March 15, 2010.

Spring Tour Sunday, April 11th @ 10:30 am - Metro West

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

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

www.eurotechracecars.com

THE 30TH ANIVERSARY OF Zone I Tech Tactics 2010



CHANGE OF VENUE TO DANBURY PORSCHE

February 27th, 2010

Tech Session Location:

Danbury Porsche

<http://danbury.porschedealer.com/>
23 Sugar Hollow Road
Danbury, CT 06810

Hotel Location:

ETHAN ALLEN HOTEL

21 Lake Avenue Extension

Danbury, Connecticut 06811-9956

We are once again heading back to the garage for a more hands-on experience with cars on lifts & other auto repair & service demonstrations.

**ONLY 150 TICKETS
NONE AT THE GATE!**

Speakers

subject to change

Hurley Haywood

Allan Caldwell, PCA Technical Editor
George Beuselinck, PCA Tech Committee-944
Chip Hall and Chris Partelow, Danbury Porsche
Jim Newton, "The Best of Jim Newton"
Paul Gagliardi, PCNA, PDK and Panamera

John Paterek, PCA Tech Committee-Interiors/Exteriors
Chris Powell, PCA Tech Committee 911 (1984-1994)
Joel Reiser, 911 (1995-2004) incl. Cup cars
Will DiGiovanni, Boxster and Cayman
John Veninger, PCA Tech Committee – 928

Weekend Schedule

Hospitality: no host bar at Ethan Allen Hotel

Registration Saturday: 7:30 am

Tech Sessions Saturday: 8:00 am - 5:30 pm

Saturday Evening: 6:30 pm, Cocktails at Ethan Allen Hotel

7:30 pm, Dinner at Ethan Allen Hotel

Dinner Speaker: Hurley Haywood

Hotel Reservations – Ethan Allen Hotel

Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of special rates available thru January 29th, 2010 (\$ 99 per night, plus tax (11.88); single or double occupancy) Call 203-744 1776 or 1 800 742 1776. Hotel parking available. (I-84 East.) Take Exit 4; at the light, turn right. Hotel will be on your right, after the underpass.

Registration

ANY questions, please call the Registrar Patti Torre-Dobush 518-477-6501 or e-mail her at jager1007@aol.com

Registration via clubregistration.net only.

Payment must be in US dollars.

Saturday Tech Sessions, Coffee Breaks, & Lunch

18February 2010 or earlier.....\$ 45US per person

19 February or later\$ 50 US per person

Saturday Dinner

18February 2010 or earlier\$ 48 US per person

19 February or later\$ 53 US per person

NER Autocross School - Sponsored by Conway Autoworks

Sunday, April 4th At Fort Devens

For those of you who read our Autocross promotion in the February edition of the Nor'Easter and were intrigued or morbidly fascinated, this month we thought we'd provide some more detail about the Autocross School itself and the details pertinent to you attending it.

Autocross School

The autocross school is designed for autocross novices

1. looking to learn/improve their car control skills, and
2. learn what the sport of autocrossing entails in a non-competitive environment.

Our instructors understand the anxiety that novices feel and therefore promote a low stress learning environment. Our instructor/student ratio is high and while you won't get a dedicated, personalized instructor for the entire day, you will have the opportunity to have an instructor in the car with you at all times should you wish.

The learning day is broken up into the following order:

- Student registration (more like check-in for those that pre-register)
- An open-air classroom session designed to highlight 1) the safety aspects of the sport, and 2) the theory of car control techniques.
- Following the theory session, the practical part of the day begins with students being broken up into sub-groups. Each of the sub-groups will rotate through a series of exercises, including:
 - o a skidpad - designed to demonstrate throttle steering and the concept of over- and under- steer;
 - o a brake zone - designed to demonstrate the limits of your car's braking capabilities; threshold braking and the beginnings of trail braking; and
 - o a slalom - designed to demonstrate the time lag between perceived turn-in points and actual turn-in points.

Each student will have multiple opportunities to perform each exercise with an instructor. This usually concludes the morning session. While students enjoy a quick lunch break and share their experiences, we will set up an abbreviated autocross course designed to combine some of the elements students have just learned in the morning session. While not a full course nor competitively timed, the course is designed to give each student a taste of a real autocross and, more importantly, an opportunity to practice their newly acquired skills.

For those of you with an eye already on the competitive aspects of the sport; while attendance at the school is not a prerequisite to attending our competitive events, it is highly recommended. In fact, as mentioned last month, regardless of whether you intend to autocross or not, this is a fabulous introduction to car control skills at a fraction of the cost of most schools of this sort. This year, once again, the school is the lucky beneficiary of sponsorship from Conway Autoworks. Their commitment to the school allows us to keep the costs to each participant at very reasonable levels!

Who should attend

All inexperienced autocrossers should attend. Even those who do not plan to attend competitive autocrosses in the future will have the opportunity to learn some of the fundamental car control skills which will greatly increase street safety. Teenage drivers are also most welcome, though if they are under the age of 18, they must provide a signed waiver and have at least one parent present. Please contact the chair for further information about teenage drivers.

Registration

Online registration is required for this event. Registration opens March 1st and closes Friday April 2nd at midnight. Registration can be found at www.motorsportreg.com, along with additional event information. The cost is \$35. Pre-registration is required, so please do not show up without having registered.

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.



NER's Annual Newcomers Meeting

Sunday, April 18th @ 12:30 pm - Hosted by Ira Porsche in Danvers

The Northeast Region of the Porsche Club of America is one of the most active, event-packed regions in the country, and provides all kinds of opportunities for Porsche people to learn about and enjoy their Porsche's capabilities. The club also allows you to meet and hang out with people who enjoy their Porsches as much as you do. As a new member of NER, no doubt you are not sure where to begin and are wondering where events are held in the Boston area. What can I learn about taking care of my Porsche? What does NER actually offer to its members? That's why each spring we hold a "Newcomers Meeting." This is the perfect event to attend if you want to find out exactly what the Porsche club is all about, and learn about all the fun activities you can participate in as a member. As always, the Newcomers Meeting will be hosted by Ira Porsche in Danvers. To make it easy for new members to get a glimpse of all of our activities, we organize the day much like a 'Porsche Club Exposition.' Each club activity will have its own exhibition, staffed by veteran members, where you will be able to meet and talk with the people that participate in and run that particular type of event. Stop by and check out some of the following activities:

- **Driver Education** — Want to learn to drive your Porsche in a safe, high-speed environment (i.e. on professional racetracks)? NER hosts a number of Driver Education events throughout the season at tracks like NHMS in Loudon, NH, Watkins Glen, Mont-Tremblant, Calabogie, and Lime Rock Park. Watch some in-car video to get a feel for the experience, and talk to members who can answer your questions about how to get started and what it's like to put your Porsche through its paces.
- **Autocross** — Think you can drive really fast between, around and through a course marked with bright orange cones? Talk to some of our region's talented competitors about the events and share their experiences. Autocross is a great way to learn basic driving techniques and get a feel for your car and its limits in a way that just isn't safe (or legal) on public roads. NER's autocross events are held at nearby Moore Airfield at Fort Devens in Ayer, MA.
- **Concours d'Elegance** — Looking for a place to show off that beautifully restored or clean street Porsche? Find out how others do it, and learn what products to use to make your car really look its best. Our September PorscheFest event is a summer highlight with 80-plus Porsches on display.
- **Rally/Tours** — Just like to drive interesting roads and stay at interesting places? Learn about some cool up-coming trips. Our annual New England Ramble regularly attracts 250 participants touring over a weekend to a fabulous New England destination. This year we're headed to beautiful The Mountain View Grand Hotel in Whitefield, NH. See registration details for this event in this issue of the *NOR'EASTER*.
- **Monthly Meetings & Tech Sessions** — Eager to learn more about your car or just soak up Porsche technical information? Guest speakers, technical sessions, visits to famous restoration shops and driving tours are featured events each year. There is no better way to get to know your fellow Porsche enthusiasts.

While the main focus of this event is to acquaint new members to the club, established members are also welcome to check into some of the things they haven't tried yet, or just to chat with newcomers to help them feel at home. There is always something new to do or learn in the Northeast Region Porsche Club of America.

The Newcomers Meeting will be held on Sunday, **April 18th** starting with a light lunch at **12:30 pm**, followed by presentations starting at **1:00 pm** in Ira Porsche's beautiful showroom and shop. There will be plenty to see and learn, and refreshments will be provided by our hosts at Ira Porsche.

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

Directions: Ira Motor Group is located on Route 114 in Danvers. From Route 128, take exit 25 to Route 114 West. Ira will be 1.7 miles on your right. From I-95, take exit 47 to Route 114 East. Ira will be 0.6 miles on your left. From Route 1, take Route 114 East. Ira will be 0.6 miles on your left. See you there!

Registration request: NewComers Meeting - scheduled for April 18th @12:30 with light lunch

Name(s) _____ No. of Participants _____

Address _____ Email _____

City/State/Zip _____ Phone _____

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

The NOR'EASTER is all about *Your Club!* Let's make it *Ours!!*

NEW!!

Letters to the Editor!!

I'm asking YOU, the Members to

send → *Letters*



*to ME,
the Editor!*

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

Does your Porsche look like this?



NO??

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

Show off your baby! We want to see it!

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

WAR STORIES??

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

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

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



tips...

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

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

TIPS WANTED!!





THE 25TH ANNUAL NORTHEAST REGION

2010 NEW ENGLAND RAMBLE

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

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

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

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

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

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

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

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

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

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

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

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

Friday \$230.00 Saturday \$535.00

Finally the details:

A) Send in the registration fee (which includes continental breakfast at the MVG and lunch on Saturday plus incidentals — THIS REGISTRATION FEE IS THE SAME AS LAST TWO YEARS) of **\$55 per person (\$75 per person after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CANNOT READ YOUR E-MAIL ADDRESS... YOU GET THE PICTURE! Please clearly differentiate between "1" and "l," "8" and "B," "0" and "O," etc.**

B) Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases. The MVG reservations are cancelable through April 16, 2009.

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

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

E) I EXPECT ALL 144 ROOMS AT THE MOUNTAIN VIEW GRAND TO SELL OUT SO THE FOLLOWING IS CRITICAL. MAKE THINGS EASY AND GET YOUR RESERVATION IN EARLY.

In prior years the hotels and I have been dealing with a monumental hassle factor created by forgetful and/or procrastinating Ramblers. As a result, you must make your reservations with The Mountain View Grand within two weeks of receiving my acceptance e-mail. If you do not, I will remove your name from The Mountain View Grand's reservation acceptance list, notify you of this situation, and it will cost you \$50/room to reinstate your Ramble registration. I don't want the \$50; I want you to make your reservations promptly.

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

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or bmh993@Porschenet.com

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

Entrant/Co-Entrant Names: _____

Address: _____

City/State/Zip: _____

Phone (day - optional): _____ Phone (eve): _____

Email: _____

Porsche: Year/Model/Color: _____ License Plate #: _____

Meal Choices: Roast Chicken #___ Grilled Salmon #___

NY Sirloin #___ Melange of Grilled Vegetables #___

Suite Upgrades: Vista Studio___ Governor's Suite___ Washington Suite___
Two-couple Capital Suite___ Sharing with_____

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

Checks Payable To: NER/PCA

Sponsored By



Circle The Rambles You've Attended

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

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

Ramble-a-thon for Angel Flight Northeast

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

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

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

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

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

Bruce has selected Angel Flight Northeast — www.angelflightne.org — as our region's charity for 2010.

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

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

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

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

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

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

STUTTGART NORTHEAST, INC.



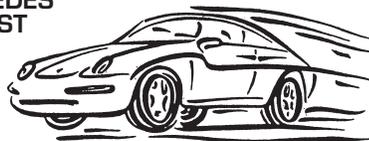
SERVICE FOR PORSCHE & MERCEDES BENZ
SERVICED BY PEOPLE THAT OWN AND DRIVE THEM

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

PORSCHE, BMW
& MERCEDES
SPECIALIST

ALL INSURANCE
WORK



MIKE'S
A U T O B O D Y

MIKE NOONAN (781) 324-9831
251 BROADWAY, MALDEN FAX 324-1804

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

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



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

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

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

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

Costs for Novice Day (May 7th)

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

Costs for May 8th & 9th

Novice/Green/Yellow drivers	tba
Solo Drivers (Blue/White/Black)	tba
Instructors (before April 16)	No Charge
Instructors (on/after April 16)	tba

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

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

Register for May 7th at www.clubregistration.net and for May 8th & 9th at www.motorsport.com.

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

Registrar	Mark Keefe	508-529-6127	tcreg@porschenet.com
Track Chair	Bruce Hauben	978-952-8517	tcchair@porschenet.com

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

Registrar	John Lussier	802-728-4457	de-registrar@ncr-pca.org
Track Chair	Mark Watson	603-488-5405	de@ncr-pca.org

REGISTRATION OPENED MARCH 1ST FOR NER DE EVENTS!

ZONE 1 CONCOURS D'ELEGANCE & RALLY

MAY, 14-15-16, 2010



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

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

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

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

Weekend Schedule

Friday Evening Registration & Hospitality

Saturday Morning - Registration & Rally Novice School

Saturday All Day - Concours Preparation

Sunday All Day - Concours d' Elegance at the Old Westbury Garden's and Mansion in Westbury

Saturday Mid-day - Rally (starting from LaQuinta Inn)

Saturday Evening - Dinner & Rally Awards

Hotel Reservations

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

Concours, Rally & Dinner

Pricing Information (dates are postmark)

Concours Only - \$30/car (\$40 after May 1)

Rally Only - \$30/car (\$40 after May 1)

Concours & Rally Combo - \$45 (\$60 after May 1)

Saturday Dinner - \$45 per person (\$60 after May 1)

Registration is to be completed at www.ClubRegistration.net.

Payment is processed by PayPal during registration.

Registration will open on February 12, 2010.

Editor's Mailbox

The request for photo's and stories got a good response this month. I was so happy to go to my mailbox and find some good stuff to print! Thanks to Mark for submitting the Black Porsche story, and Edward and Art for thier photos and stories. Good job guys! Please keep em coming!, this is what it's all about!

I've also gotten some very nice encouraging notes in my mail, and e-mail boxes. Thanks to the senders, it's really nice to be so welcomed.

This month I started a Facebook page for the *NOR'EASTER*. I can't seem to manage to figure out a pasteable address, but if you're on Facebook, look for us in the search under (all caps) *NOR'EASTER*. I'll try to keep you updated on mailing times, and event sign ups and the like. We'll see how it goes. I'm not going to do a Twitter right now, I can't keep up with my personal Twitter:) and I wouldn't want to let you guys down.

These two lovelies down below come from Edward Fitch of Falmouth, MA. What a great sight to see.!



The fronts of Edward's Porsches



Very Nice!

My Porsche came to me with only one key. I was, of course, interested in more, at least several spares. I carefully locked the Porsche in my front drive. I was heading to the hardware store, via the Post Office, to get spares made. When I got to the Post Office, the key was gone! It was eventually found and returned about 6 months later, but that's another story.

I found a locksmith who was able to open one of the locked doors. He told me that if I could retrieve the lock cylinder inside either door, then he could make me keys from it. I then undertook to disassemble the passenger door. Do you know how many parts are inside a Porsche door? I would say at least 150 or more. I even wrote to friends in Germany to have them call the Porsche factory with my VIN so they could make me a key. This they did, but the key that came back didn't work. I guessed that all the lock cylinders had been replaced during the restoration. It was very frustrating. I even consulted the Panorama Magazine experts by telephone about disassembling the door. They were sympathetic, and tried to help but really didn't. Then I got the idea from a *NOR'EASTER* advertisement to call Mike Noonan and tell him my tale of woe. He suggested that I open the glove compartment, remove one nut, and I'd have the lock cylinder. Wow! The light bulb went on. How simple. It took less than a minute. How stupid I had been. Mike, thanks to you for this help, you saved me.

Art Spengler
1974 911
Vineyard Haven, MA



Art and his '74

1 0 2 0 1 0 2 0 1 0 2 0 1 0 2 0 1 0 2 0
NORTHEAST REGION NORTHEAST REGION NORT
EAST REGION NORTHEAST REGION NORTHEAS
RIVER EDUCATION DRIVER EDUCATION DRIVER
ATION DRIVER EDUCATION DRIVER EDUCATION



2010 DE

MONT TREMBLANT WATKINS GLEN NHIS
LEN THUNDERBOLT CALABOGIE MOSPORT
ANT LIME ROCK NHIS MOSPORT WATKIN
MOSPORT MONT TREMBLANT THUNDERBOL
ABOGIE NHIS LIME ROCK WATKINS GLE

What is Driver Education?

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

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

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

For this 2010 season we've lined up some great tracks and events; five different tracks as you'll see below, including two favorites in Canada.

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

2010 Driver Education Schedule – Overview.

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

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

*Subject to change

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

Contact Information:

Northeast Region (NER)

Registrar

Mark Keefe - 508-529-6127

Track Chair

Bruce Hauben - 78-952-8517

Event Registration

www.clubregistration.net

North Country Region

(NCR) www.ncr-pca.org

Registrar

John Lussier - 802-728-4457

de-registrar@ncr-pca.org

Track Chair

Mark Watson

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

de@ncr-pca.org

Event Registration

www.motorsportreg.com

NHMS - www.nhms.com

NCR - www.ncr-pca.org

WGI - www.theglen.com

NCR - www.ncr-pca.org

LMCT - www.lecircuit.com

LRP - www.limerock.com

CMP - www.calabogiemotorsports.com

continued on page 26

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

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 18 days of driving on five different circuits; including a return to Lime Rock Park. In answer to many requests, we have 2 weekend events in 2010; one at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 8 total days there; and a 3-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 12-14, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing. And that event is immediately preceded by a 3-day event also in Canada at Calabogie Motorsports Park, July 8-10 with the 11th set aside for traveling to LCMT, only a 3 hour drive.

For those new to DE:

2010 will feature our annual Novice Day with a few new wrinkles. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 7th and will be hosted by NER. The morning will include special programs for Novices including car control clinics on a skidpad and a slalom course, as well as classroom time with pro-driver and coach Dennis Machio covering basic driving, driving techniques, terms, fundamentals and objectives. The afternoon for Novices will be devoted to on-track driving with experienced NER/NCR instructors. Note: While details are still being worked out, the plan is for this day, May 7th to be focused on Novices. Since registration numbers are obviously unknown, Green run group drivers (Novices) will be admitted first and a wait list will be established for more experienced Green run group drivers and Yellow run group drivers who will be admitted to the Novice Day activities if there are more instructors than required for the Novice group. Drivers in the Blue, White and Black run groups may register for the May 7th event and participate in a normal DE day. **The following 2 days, May 8-9, will be normal DE days for ALL run groups.**

No more paper... save the planet!

NER is no longer accepting paper registration. To register for any event hosted by NER you will need to do so online at clubregistration.net. Once registered with clubregistration.net it is a quick, simple process to sign up for an event, and payment through PayPal is available. You will, however, still be able to send a check by regular mail if you prefer. See our web site for details. For NCR hosted events go to their website and their registration site.

Watch the NER web site

While we email information to registered drivers the web site should be checked periodically for new and updated informa-

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

Registration Process:

How to register:

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

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

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and requirements though the registration web sites may have differences in formats. In all cases this should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each region, you will be able to log in and will be automatically remembered. Be sure to up-date your car info if you change cars AND keep your email address current.

At the end of these FAQs you will find contact details and web addresses for each of the regions. If you have any issues with registering either yourself as a driver or for any particular event, please do not hesitate to contact any of us. As a general rule, it should be as simple as going to the host region's web site, finding the menu item for Driver Education and then following the link to registration; or going directly to the registration web site.

When to register:

In most cases registration for all NER events opens on March 1, 2010.

As a general word of warning, be aware that both regions accept entries on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that most will be sold out very early. **Although you cannot register before the registration opening day, we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up.** Instructors are notoriously late in registering; so Student drivers, sign up early. It is also particularly important for the Mt. Tremblant

event, July 12-14, because only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).

Other important information about registration:

Though NER and NCR are entirely separate and distinct regions, we've done our best to coordinate our policies and procedures to make the DE season as seamless as possible. Even so, please familiarize yourself by reading the host region's policies as found on their individual web sites. Do not assume that rules you are used to with your home region will be the same with those of other regions.

A few registration caveats:

Registration closes 2 weeks prior to an event:

Signing up for an event without paying is not a full registration. Until your payment is received, either check or credit card through PayPal, you are not registered and a space will not be held for you in the event.

If you pay after the 2-week cut-off or at the event with permission of the registrar, you may be subject to a \$50/day or \$100/event surcharge, whichever is less.

All registrations will normally be for the entire 1, 2, or 3 days of the event. A driver wishing to register for fewer days than the entire event may have to pay a surcharge (\$25/day) and should check first with the registrar.

Instructors are urged to register early to allow us to admit as many student drivers as possible.

If Instructors register within 2 weeks of an event, they will pay an additional \$25/day beyond the Instructor rate. In the case of NHMS events that period is 21 days prior to the event and the charge is \$75/day.

All of the above surcharges are at the discretion of the Registrar, Chief Instructor and/or Track Chair and will be determined by the individual circumstances of each event.

Who can drive in a PCA Driver Education event?

Both host clubs have the same basic requirements:

- You must be 18 years or older
 - You must be a currently licensed driver
 - You must not be under the influence of drowsiness-inducing or mind altering substances (prescribed or not) prior to or during the event.
 - You are a member of PCA or other recognized car club.
- For more information on requirements click here.

What can you drive at a PCA Driver Education event?

Both regions accept any Porsche vehicle (excluding tractors, because they don't have seat belts). NER also accepts any non-Porsche driven by a PCA member, or other car club recognized by NER. NCR has agreed to conform to the above at our shared events. If in doubt, contact NCR's registrar

Generally speaking, any Porsche that is 'as delivered' and is

currently in good, safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are:

All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with a roll bar.

Some older Porsche cars (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have (at least) 3-point seat belts.

For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation of racing harnesses, racing seats and the need for equal restraints on both passenger and driver seats. Also be aware that many tracks restrict permissible noise — a modified exhaust may not be acceptable.

What else is needed?

Both regions will require that your vehicle be given a pre-track Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with a downloadable NER Tech Form and a list of recognized inspectors can be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not remove the responsibility from the driver/owner of any vehicle for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2000, SA2005, M2005 or M2000. In all cases SA ratings are strongly recommended for their fire safety qualities. Note: If you're buying a helmet for the first time, make sure you get an SA2005 or SA2010. Helmet certifications occur every 5 years and are valid in PCA events for 10 years. So an SA2000 will only be valid for this year.

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-1/2 lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface although some regions allow a one-time exemption from this requirement for the first event a driver attends.

Be sure to check the host region's requirements.

continued on page 33

An Evening with Leonard Turner - Panorama Chief Photographer

Copy By Chris Ryan, Photos By Dave Weber

It was a brisk, but snowless Saturday evening and shortly after 6PM, NER members began gathering at Larz Anderson to mingle with friends over a beverage or two while waiting for our guest of honor to arrive. As promised, Dave and Susanna Weber delivered Leonard Turner safely, along with his laptop, for an evening presentation of Porsche photography and a discussion of some of his experiences as well as "tricks of the trade".

Leonard joined PCA in 1964 when he bought the 356SC coupe that still resides in his garage alongside his wife

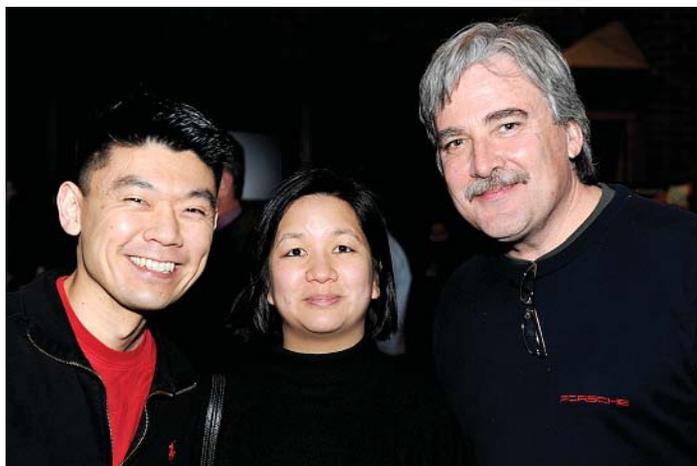


Amy, Matthew and Michelle



Don Plant shares a great story

(Panorama Editor) Betty Jo's 968. President of the Peachstate Region of PCA in 1967, he was national Activities chairman in 1969-1970 and has made a major contribution to Panorama as its chief photographer and darkroom boss since 1970, most recently overseeing the transition to the digital darkroom. His photographs have been published in many books and magazines including Porsche: Portrait of a Legend, Porsche Specials, Porsche, the 4-Cylinder, 4-Cam Sports & Racing Cars, Porsche: The Fine Art of the Sports Car, Carrera RS, Autoweek, Road &



Chris and friends

Track, Automobile, Christophorus and Auto Motor und Sport.

After we got the A/V systems set up, NER members had a chance to chat with Leonard among the Cadillacs and humongous red Fairlane hardtop convertible before the presentation began, a special treat for the several photographers in the group. Shortly after 7, the first of the slides was up and Leonard proceeded to display shot after shot of exquisite looking Porsches describing some of the "behind the scenes" stories that happened in the course of getting these photos, as well as some of the interesting photographic techniques used to produce them.

The presentation started with a description and illustration of the importance of proper photographic techniques and equipment necessary to produce a high quality image in a print magazine like Panorama. With today's digital technology, it is all too easy to capture otherwise pretty good-looking shots (when viewed on your PC) that just don't cut it when the images are sent to press. Proper understanding and use of high resolution and depth of field settings is critical.

With a beautiful Guards Red 911 Turbo with snow on its spoiler displayed on the screen, Leonard relayed the unusual story of how the shot came about. Being a resident of Atlanta, snow is certainly not the norm, but during one of the recent unusual storms that have plagued the south this season, as he gazed out the kitchen window observing the white stuff, he began to think about how a snow-covered Porsche photo-op would be nice. At that moment, he noticed a red car parked in a neighbor's driveway, and after studying it more carefully, realized it was the red 911. Seizing the opportunity, he shot a number of photos of the car which will now reside in his collection. Interestingly, in the years he has lived in the neighborhood, that car had never been seen parked there before nor has it been seen since. Next we learned about the challenges and "rules" of photographing people, that is, always take many

pictures of people because many of them will look so unflattering that they could never be published (unless the subject has managed to make an enemy of the photographer). I can vouch for the fact that Dave Weber subscribes to this practice in his quest for Nor'Easter photos at our events.

Other challenges in this line of work are due to the weather. In spite of the fact that many of them are purposely arranged in places like San Diego, Southern France, or Dubai, unplanned weather can be a problem, as evidenced by some shots of cars that had been hastily cleaned on one side to be photographed while the other side's fenders were still plastered with mud. Of course Mother Nature can also contribute to more artistic shots, such as in early morning sunrise or even fog.

Besides photographing cars for Porsche NA advertising brochures and new model introductions, much of Leonard's career as Pano Chief Photographer has been spent photographing Porsches doing what they do best – performing at the race-track. Location plays an important part in these shots, and he knows all the right spots at the tracks to get just the right view.

Over the course of his career, he has had the opportunity to shoot some classic photos of early 904's and 906's up through 917's, all the while, thinking they would just "always be there". Now, of course, those cars are all important parts of Porsche racing lore and history, and he wishes he had appreciated and photographed them more during their day. Another interesting tale had to do with a race at Sebring where an older 934 was racing with a couple of RS Spyders and other competitors. It was a cloudy day, but from one of Leonard's secret vantage points, he managed to get a spectacular shot of the 934 just as a cloud opened and a beam of sunlight out of nowhere shown down right on that car. It won the race. (A bit of Divine intervention, perhaps ?)

Following the presentation, our guest graciously took many questions from members about his photography and experiences with the cars he has had the pleasure to know through his storied career. NER wishes to extend their thanks to Leonard for a truly special, informative, and entertaining evening.



The attentive audience

Leonard Turner's Top 10 Tips for Better Photos

Copy & Photo By Dave Weber

Panorama's Chief Photographer Leonard Turner has some thoughts to share with those of us interested in automotive photography or photography in general. In a recent discussion he offered up his top ten tips for better photos — plus a bonus tip or two.

1.) Light is everything. Shoot at the right time of day, preferably early in the morning or late in the afternoon, even after the sun goes down.

2.) Work a picture. Shoot from many different vantage points. Look for angles that provide interest in the subject. Bend your knees — get down closer to the ground. Take multiple pictures of the subject — no one gets the shot with one press of the shutter.

3.) Look for details to photograph. Shoot images that focus on technical and decorative aspects. Consider how you propose to use the image.

4.) Shoot fast. Conditions change quickly. Don't count on being able to get the shot some other time.

5.) Look for simple backgrounds that can both add contrast and highlight the subject. Look for old buildings as a backdrop, or locations that will add reflections. When shooting cars, silver cars look best under the right light.

6.) Get a monopod. When shooting racecar action a monopod will allow you to get pictures you can't get otherwise, particularly if you're using a long lens.

7.) Use existing light when shooting in a museum, if possible. Shoot a variety of pictures — close ups for details, wide angles to capture the scene (a fisheye lens is particularly useful). Take a picture of the related signage — that will help you remember what you were shooting. Add voiceovers to video to provide explanation.

8.) Shoot vertical images for use on a publication cover. Allow room for type. Look for immediate eye appeal. Focus on some part of a car — you don't need to always shoot to capture the entire vehicle. Link your shot to the inside content of the publication.

9.) Carry your camera. You can't take a picture without a camera in your hand — "F8 and be there."

10.) Best racecar photos generally have the car razor sharp, the wheels and background blurred if shot from the side. For head-on shots shoot with a high-speed shutter to fully stop the action.

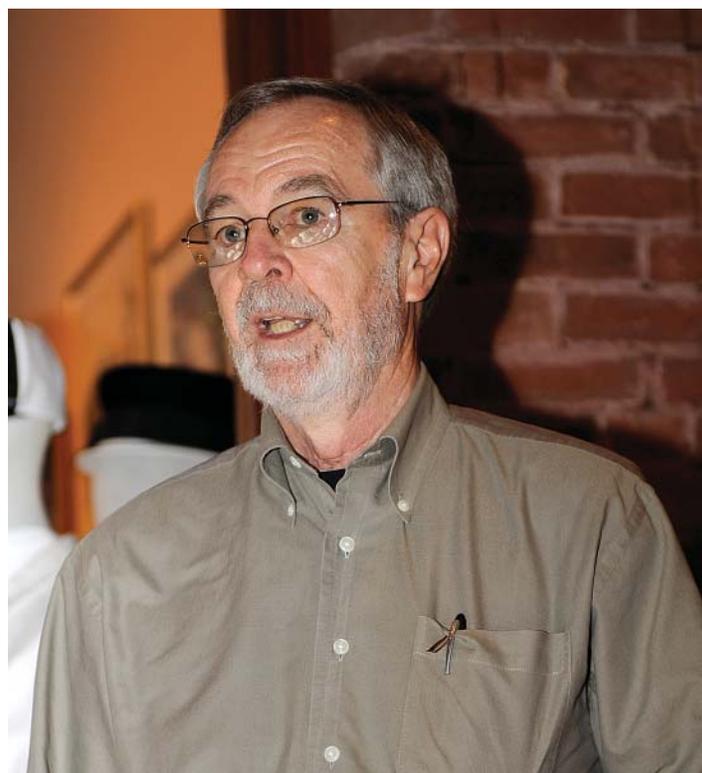
11.) Take more people shots. Take pictures of drivers, spectators, and crew to add to your story line.

12.) You can get great images with inexpensive equipment. Better equipment adds flexibility and increases your odds of getting good images.

13.) At a race you can shoot through a fence. Get close to the fence and shoot with your lens wide open.

When asked what images he thought were his favorites, Leonard thought for a moment and commented that a series of three images taken over time of his father's hardware store were probably his favorite images. His most dangerous photography moment probably occurred during a press junket to test-drive a new Porsche. While driving one of the new cars on an interesting European road, Leonard tried to capture images of the Porsche driving ahead of him. While taking several images Leonard lost track of his speed, finally looking at the speedometer to realize he was traveling in excess of 90 mph while driving the car looking through the lens of the camera.

Leonard summed up his comments with the thought that becoming a better photographer starts with understanding your equipment, but mostly it requires that you get out and take lots of pictures of lots of subjects. Look at those images with a critical eye to determine what worked and what didn't. Then go out and shoot some more, with practice you'll get more successful images.



Leonard Turner

Porsche News

Copy & Photos Courtesy of Porsche Cars North America

Porsche Intelligent Performance to make Race Cars even More Efficient

110 years after Ferdinand Porsche developed the world's first hybrid, the Lohner-Porsche, Porsche engineers are now expanding this visionary drive concept with a production-based GT race car: Over the past 45 years, Porsche 911 race cars have recorded more than 20,000 victories and on March 4, a Porsche 911 GT3 featuring an innovative hybrid drive will make its debut at the Geneva Motor Show, opening a new chapter in the



GT3 Hybrid

history of Porsche.

This innovative hybrid technology has been developed especially for racing, differentiating itself from conventional hybrid systems by way of its configuration and components. In the case of the 911 GT3 R Hybrid, the front axle features two electric motors, each developing 60 kW and supplement the 480 hp, naturally aspirated four-liter flat-six that drives the rear wheels. Instead of the heavy batteries usually found in a hybrid road car, an electrical flywheel power generator is installed inside next to the driver delivering energy to the electric motors.



1. Power electronics
2. Portal shaft with two electric motors
3. High-voltage cable
4. Electrical flywheel battery
5. Power electronics

Porsche hybrid technology

The flywheel generator is also an electric motor, with its rotor spinning at speeds of up to 40,000 rpm while mechanically storing energy. The flywheel generator is charged whenever the driver applies the brakes, as the two front axle electric

motors reverse their role and act as generators. Then, when accelerating out of a bend or while overtaking, the driver can use the extra energy from the charged flywheel generator, sending up to 120 kW of stored kinetic energy to the motors. This additional power is available after each charge for approximately six to eight seconds.

Energy formerly converted into heat upon each brake application, and therefore wasted, is now converted into additional drive power in a very efficient manner.

In addition to increasing available drive power, depending on racing conditions, the hybrid drive can also be called upon to save fuel. By increasing the efficiency and, accordingly, the performance of the 911 GT3 R Hybrid, reductions can be made to the weight of the fuel tank or the car can make less frequent pit stops, for example.



Inside the Porsche Museum

Museum Welcomes More Than Half a Million Visitors in its First Year

More than 530,000 visitors from all across the world, 2,555 guided tours and some 14,326 grilled steaks at the Christophorus are some of the more significant numbers tallied by the Porsche Museum in Stuttgart just a year after its opening.

When the Porsche Museum opened its doors to the public for the first time on January 31, 2009, Porsche officials had predicted optimistically that 200,000 people would visit annually. No one imagined that more than a half million would pass through the doors and into the world of Porsche.

The new Porsche Museum is arguably one of the most daring architectural designs to emerge among a recent wave of auto museums in Germany. The award-winning building is host to some 80 of the brand's most famous sports and race cars, numerous small exhibits, as well as little-known prototypes from the company's more than 60-year history.

Minutes- continued from page 8

beginning at 6:00 pm with a cash bar and light refreshments.

March 20th: Tour of the BOSE Automotive Sound Research Center at 10:00 am in Stow, MA. Only 50 people may attend and 20 have already signed up.

April 18th: Newcomers Meeting at Ira Porsche in Danvers, MA at 12:30 pm.

June (date tba): Collings Museum

August (date tba): Myopia Polo Club.

Treasurer's report – The Board will need to sign a new Board resolution to change signature authority from John Bergen to Steve Ross – this will be done at the next meeting. The Club's accounts have been moved to the Clinton Savings Bank to ease work for the Treasurer. The Treasurer's Report was unanimously approved. The club remains in good financial shape.

Dick reported that NER now has 1345 primary members and 980 affiliate members for a 2325 total membership. This month there were ten new members, four transfers in and nine transfers out.

Adrienne passed out Newsletter assignments. The February issue was her first time to do the newsletter on her own and she enjoyed doing it. The Board congratulated her on a job well done. Adrienne requested a larger promo for the April 11th tour and a photo of Joyce, the new Secretary. She also reminded everyone that all copy is due on the 15th of the month. She discussed the need for obtaining written copyright permissions for materials copied from other sources. Adrienne has started a Facebook page for the Nor'easter so you can sign up to be a fan and communicate with other fans.

The next meeting will be held at the Ryan's residence on March 10th at 6:30 pm.

There being no further business, the meeting was adjourned at 8:22 pm.

Double Clutching- continued from page 9

We all know about the problems attributed to both the 996 and the 997 related to the RMS and the IMS. The reliability ranking is based on the 2008 model which had the 3.6 liter engine.

Under the heading of Trouble Spots related to "Engine Major" the 911 gets an Excellent Rating which goes all the way back to 2001 model year. Almost every year it also gets an excellent rating under the heading "Engine Minor". What am I missing here? Have we not all read about the RMS failures and the issues related? I don't have an answer here for you, just a lot of confusion since I have read that 50% to 100% of 996's and 997's will experience some issue related to the RMS at some point. If it is not considered to be a major issue it should at least be a minor one. One German brand that didn't overall score that well in this issue was BMW. The 535i, X3 and the I35i either declined in reliability or just scored at below average. Only the 328i versions that scored average or better as far as any BMW model went. A piece of good news to report what with Porsche being taken over by Volkswagen group is that both VW and Audi to quote CR "are staging a nice recovery" related to reliability.

Flat Sixer- continued from page 5

gun the process of looking at crew-cab pickups. I had planned to get one anyway, and now that I have a job I see no reason to wait.

While I am at the task of trying to jump-start the economy, I might as well get an enclosed trailer. Yeah, that's the ticket. Of course I think that my logic is sound. Many of you might not think so, and my wife might agree with you, but damn it I want — no, make that I need — a crew-cab and an enclosed trailer.

I am also using the argument that, when we move, I can store one of my cars in the trailer and it will eliminate the need to have a three-car garage, or a separate toy car garage right away. Notice I did not say that it would eliminate the need entirely.

So what else is going on in my life? I had the pleasure of helping out a fellow PCAer recently. You see, the Zone 10 Rep was looking at a Cayenne S at a dealer in MA. Since he lives in Kansas, he wanted to have an independent person go kick the tires and take the vehicle for a test drive. The Cayenne was not at a Porsche dealer, so the salespeople were not well versed in the vehicle, let alone Porsches.

Anyway, the gentleman from Kansas sent me an e-mail via our website wondering if I knew anything about the dealer. I replied that I had some knowledge and that the best thing to do to get an honest read on the vehicle would be to get a PPI done by an independent Porsche mechanic. I volunteered to go to the dealer and check out the Cayenne.

The dealer was a Dodge/Jeep dealer out near Worcester, and the salespeople seemed to have gone through the old-school car salesman training. I luckily got matched up with a young kid who was passionate about cars and spent his spare time customizing Subarus. He fully understood when I pulled out my camera and started snapping pictures of the wheels, engine, interior, and exterior. I would have crawled under the Cayenne too, but it was cold and icy out.

The test drive went well as he navigated me to some stretches of road where I could hammer the throttle and pound the brakes. We also got to test the Cayenne's cornering stability on an on ramp to Route 9. All in all, the Cayenne performed well and seemed like a good vehicle. Now I understand why so many people buy them, but of course I don't see myself owning one anytime soon. As I said before, I am looking for a crew-cab with a big diesel and tons of torque. A Cayenne just doesn't fit the bill, although a GTS would be really fun.

Now for my 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!

In summary:

- Identify who is hosting the event or events you wish to enter
- Go to the host's web site and locate links to Driver Education
- Go to their registration site and register for events
- Pay online or forward a check to the host region**
- Have a fire extinguisher installed in your car (if that is required by the host region)
- Beg, borrow or buy a helmet that meets or exceeds SA2000 or M2000
- Download a tech inspection form a couple of weeks before the event
- Locate a nearby tech inspector from your home region's web site
- Have your car inspected and keep the tech form, as you will need it at the event
- Read the articles on what to expect and what to bring that appear on our web site
- Come to the track and have fun.

Important 2010 DE Notes – a few suggestions

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

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

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

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



Morgan Stanley

The Ledoux Greer Group

Your destination is unique. Your financial road map should be too. At Morgan Stanley, we provide a personal and comprehensive approach to helping you manage your wealth so you can spend your time enjoying your passion.

Talk to us today and we'll help you get started.

Bruce Ledoux
Senior Vice President
Wealth Advisor

The Ledoux Greer Group
45 William Street, Suite 130
Wellesley, MA 02481
Toll Free: 866-752-4220
bruce.ledoux@morganstanley.com

Investments and services are offered through Morgan Stanley & Co. Incorporated, member SIPC. © 2007 Morgan Stanley

NY CS 5650281 1207

Owning a Black Porsche – A Beauty or a Curse?

Copy By Mark Abbott

When you are first looking at what car you should invest those hard earned dollars in, you are thinking about how it will feel to sit in the driver's seat and depress the accelerator, how it corners at high speed, the sound of the engine at high RPM.

What you are not thinking about is how much effort you are going to need to invest in keeping it looking like the day you bought it.

When I entered the showroom to buy my first P-Car it took me all of 10 seconds to zero in on the car of my dreams. A shiny new 2007 Carrera S, Black-on-Black, Turbo Wheels, Brakes and Wing Mirrors. It looked so fast just sat there on the showroom floor but I could only imagine what it would be like to drive.

Whilst I know there is a perceived undercurrent around Porsche drivers, specifically in this current financial climate, I have to tell you that driving the car away from the dealer a few days later I felt like an invincible god – pathetic I know!

Driving home there were a lot of "thumbs up" and "great ride" comments which only added to my perceived magnificence LOL!

I even managed to get a fitted Porsche car cover as part of the package which put my new baby snugly to sleep that evening.

But – to my shock and horror – within 1 day of driving and parking it, it had a layer of pollen on it that made it look like it had been sat in a car lot for a year untouched.

And this, dear reader, leads me to the purpose of my missive. Whilst a black Porsche I believe is one of the best colors available for making your car look like what it is – a thoroughbred racehorse disguised as a car with grace, elegance, beauty and power- it soon turns into a labor of love to keep it to that level.

On a week to week basis I will look at the weather forecast to see the short to medium range forecast to see how much time I should invest in washing and polishing the car (which takes from 2 to 7 hours depending on how meticulous you are). It is all around return on investment – how long can I possibly keep it looking clean given the time I have to commit to it.

I am not a person interested in entering my car for Concours event or even as a garage showpiece, I have driven this car hard (more than 30K miles in 2 years – DE events and all), but with a black car you have to take that mentality because EVERYTHING shows up on a black car.

It shows everything from water spots and pollen to the dreaded "Swirl Marks". I think Swirl marks are likely the biggest cause of angst for black car owners because it does not matter how careful you are in cleaning your car (it goes without saying NEVER take a black car through an automatic car wash), swirl marks appear and will drive you to madness in how much they get to your psyche.

And this is when the madness begins....

You start by reviewing forums such as 6Speedonline and

Rennlist where there are huge discussion tracks on techniques, equipment and an endless list of waxes/polishes etc. You also look at specialist sources such as Griots Garage that provide not just the equipment but detailed handbooks on looking after your car from inside to out.

Then you start buying special cloths and waxes/polishes, paint cleaning clay and then the master of them all – a random orbital polisher (which I persuaded my wife to buy as an Xmas present – much to her mirth).

Then you have to buy racking for everything you bought to keep the kids from running over it and using your "specialist" cloths for cleaning bikes etc.

The final nail in the madness coffin is the following: Having 3 young children means I spend a lot of time ferrying them to soccer, softball, lacrosse etc across the Boston area. As a result I have found myself looking at the locations of these events on Google Maps and zooming in to the highest level I can to identify whether the car park is concrete or loose gravel, If I have a choice this will sway the location I will prefer to drive to. I have almost wept, after cleaning my car, driving to a soccer field where the car park is loose concrete gravel and having grey dust kick up around me and cover the car.

Am I insane? Who knows... all I know is that when I put the final touch to my car after spending hours washing, polishing and waxing it, I get that very same feeling I had the day I bought it. And all of the time it took is worth it – just please don't rain for a couple of days!

Owning a black Porsche – A beauty or a curse? – Try it yourself and you decide – but buyer beware!

One Track Mind- continued from page 10

on my 'buggy'; hitting a submerged rock while driving through a stream (much too fast — I was going for the big splash). This managed to delay the entire group of us (five other vehicles) about 40 minutes while they brought me a new vehicle. This made me very popular with the others. The next day we moved on to tubing through the old plantation irrigation canals (floating on truck inner tubes). It was easily the most relaxing activity we undertook, yet it still gave an interesting perspective of "inner Kauai" and the pre-tourist economy.

Finally, the most adrenaline-inducing of all activities, skydiving (while attached to a professional, of course) allowed me to check a 'biggie' off my bucket list. If any of you secretly harbor the desire to jump out of an airplane at 10,000 feet (and free-fall 5,000 feet), Kauai is the place to do it. To say the view is spectacular is simply not enough. As for the other things on activities director Sarah's agenda, she did them by herself. I mean really, after skydiving, who wants to play golf?

they got it home. One of the Speedsters had been 'clipped' in front. That means that an entire new nose had been installed, usually the result of collusion damage. The trouble with this example was that the piece had been attached with an overlap weld. The factory used butt welds to reduce the chance of rust developing between the two panels, and to save on material, of course. It was easy to spot and while still a great looking car, it was never going to be more than a driver. The high bid on that one was just over \$200k, which put the total at \$225 after the buyer's fee was added. My guess was the two guys that got into the battle on that one never looked up under the front fenders. It sure exceeded the number that I had in mind.

One unusual 356 at the Gooding & Co auction was a '63 Carrera 2. It was done correctly in Smyrna Green with a green leather interior and had a correct four-cam engine, although it wasn't the correct number. I'm not a big fan of green cars but will admit that any car that has been restored well looks good to me. Vic Skirmants had done the transmission work on this car and he and Barbara had met me there to take a close look at the result. It was very well done and, unlike the one I sold a few years ago, it had the correct annular disc brakes and a gas

heater. I did notice that it was missing the rear skirt but those parts can be found — I've had two of them hanging in my garage for a couple of years. That car crossed the block a couple of days later at a price near that of the grafted Speedster, and about 1/3 less than what it was worth. Someone got a real buy on a very rare car.

I wasn't home a week and I got a call from the fellow that bought my Carrera 2. He was looking for a rear skirt. I asked him what he needed it for since the car I sold him had one. He replied that he just bought a car that was missing the skirt and needed one. I asked him if it was green and he replied that it was. Small world.

The final auction day was spent under the big tent at Barrett-Jackson. You can only look at so many Corvettes and big-block Fords before they all start to look alike. There were over 1,000 cars under the three big tents at West World in Scottsdale. I think the best part of the show is the vendor display area. This is not a SEMA show where all manner of automotive items are on display. There were steering wheels, lifts, and alloy wheels that look like card tables, but the real display isn't for your car. As near as I can tell it's anything that an old, short, fat, guy with

continued on page 36

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

too much money would want. There are sports memorabilia, collections of signatures from movie stars, and bronze castings of wild life that would make any hunter pull out his rifle. If you need a three-foot statue of a woolly mammoth from the ice age to set off the décor in your garage, there was one available.

The statue that I really liked was the bronze horse (full size) that was leaning down to drink from the hat of a squatting cowboy that had dipped it in a pool of water. A pump kept water flowing out of the hat that made it look lifelike. Very creative and very real looking. Except that it was a casting after all. You would have to have a really big foyer since it appeared to take up more room than two of my cars and probably weighed as much. I couldn't afford the shipping costs. Who are the people that buy this stuff? Certainly nobody that I know.

Another creative item that caught my eye (but not my wallet) was a six-foot sculpture of a hand and arm made out of welded pieces of automotive transmissions. Again, very clever, but if you bought it what would you do with it? I suppose that you could put it out in the front yard holding the mailbox, but the local kids would have a field day (or night) with that. Still it was a great show and a trip that every car nut should make at some time. Just leave your credit cards at home. KTF



An innovative sculpture using automotive parts

safety. I personally have to take into account how I drive, and where. Quite a few of my options get the axe right there. Everyone has an opinion about this deeply controversial topic, and at the risk of letters, I will tell my own.

I am considering the Tesla S for this one. I buy some of my electricity from wind power, and if I was motivated enough, I may try to introduce solar into my house. A Tesla S would inspire me to do so. Out in (hopefully) 2011, this car is beautiful, practical, and reasonably priced. Again, given the substantial amount of factors for this decision – this would be for the love of this particular car, not really for the practicality.

Porsche has announced that they are throwing their hat into the hybrid race. First the Cayenne. Porsche says that it will put its 2005 concept hybrid Cayenne into production by the end of 2010, and the internet boards are lighting up with sightings, rumors, and paparazzi like photos of the new 911 GT3 hybrid.

Then, of course there is the supercar. There's almost no way for me to decide among the contenders. Each offers its own kind of intoxication for me. I would have a Jay Leno sized garage if I could. Different versions of fast. Different modes of "Oh My Goodness!" Different looks, likes, cost, quality -- it's mind boggling, but oh so much fun to dream about. I mentioned before that cars are an art form to me. The '69 Shelby Fastback makes me just as giddy as the 2011 GT3.

Which brings me to my surprising new choice – a race car. A not street legal, beautiful beyond imagining, European engineered monster that has to be seen (on the track) to be believed. It's surprising to me because I hadn't really considered one until having a conversation with a new friend from this club. He described shopping for, and having his race cars delivered. I could feel my heartbeat quicken as I imagined the possibilities for myself. I was so deeply entranced by the idea that I lost track of time peppering him with more questions. Quite a few of you have seen this dream become a reality, and I can hardly wait to call Porsche (or Porsche Racing) and place my order.

I ended with my story about my new found advisor on purpose. I wanted to express again my happiness at having for such a warm and welcoming club of people who speak my language. I'm deeply grateful to the board for letting me serve as editor, make newbie mistakes, and be gently forgiven them, being guided back to the path. They have been wonderful to me, and I'm honored to serve with them.

DE School will happen for me in a few weeks. Suffice it to say that I'm really, really excited. I'll let you know how it goes. The club has so much more coming up in the next few months! Read on, sign up, show up! Find me at an event, and introduce yourself. I'm looking forward to meeting more of you. And if you have advice on my dilemma, I'm listening.

Marketplace

For Sale

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

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

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

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

Classic 1975 911S - one owner, always garaged, all original with matching numbers. 71,900 miles. \$15,995. Contact Maralyn McPherson (401) 662-1259

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

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

02 Porsche 996 TT: GT3 interior, adj susp, Second owner. Many upgrades. New factory installed engine with only 8k miles on it since installation. Have added well over \$10K in top-shelf upgrades: including techquipment Stainless Steel Roll bar, and Schroth harnesses. Adjustable PSS9 Bilstein suspension and adjustable H&R Sway bars. Porsche GT3 Clutch and more. Engine is stock. Comprehensive warranty good to 100K miles. 58K miles, PASM, 6 SPD, full Black leather, 6 CD. \$49,995 or BO.. Jeff Attschler. email: caterhamsv2002@yahoo.com

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

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.

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
617.962.0142



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.



Boston Realty Advisors
RESIDENTIAL

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

FAB'S TO FILTERS



Custom Removable GT3 Cage
In-House By Musante Motorsports

Musante Motorsports Provides:

- Oil Change & Tune-Up
- In-House Dyno Tuning
- Alignment & Corner Balance
- Engine & Transmission Building
- Revo Tuning Software
- Safety Upgrades & Equipment
- Race Car Transportation
- Trackside Tuning & Support
- Race Car Construction & Maintenance



Call Chris or David for more information

800-381-5563

MusanteMotorsports.com

**PORSCHE® PARTS, SERVICE
& PERFORMANCE
FROM PORSCHE® PEOPLE**



CLUB RACERS
DE INSTRUCTORS

1265 John Fitch Blvd. (Rte 5) • South Windsor, CT 06074

P: 860.291.9415 • F: 860.291.9416

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

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

Membership

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

NOR'EASTER Editor

Adrienne Ross
P.O. Box 760727, Melrose, MA 02176
Cell: 781-249-5091, email: aross@porshenet.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
11 Beethoven Ave, Walpole, MA 02081
Cell: 617-908-9671 email: bergenj@comcast.net

Committee Chairs

Chair - Autocross

Cuan Coulter
160 Granite St, Medfield, MA 02052
Work: 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
Home: , email: JCowenNER@gmail.com

Chair - Driver Education

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

Registration - Driver Education

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

DE Tech

Chris Outzen
Home: 978-443-0732 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

Paul Bitchell
Byfield MA
1997 Boxster

Barry Bixby
Barrington RI
1973 911

Faust Bowerman
Brooklyn NY
2006 911

Colin Britton
Lexington MA
2005 911 C2S

Michael Crissan
Osterville MA
2007 GT3 RS

Lou Frate
Shannon Frate
Winchester MA
1961 356 B S90

Larry Glick
Sudbury MA
1998 993

Rich Lynch
Sudbury MA
2003 911

Jan Nowselski
Anne Nowselski
Lexington MA
1974 914

Peter Obanor
Lumberton NJ
1982 911

Andrew Pappas
Boston MA
2010 911

Nick Tsantes
Framingham MA
2004 Cayenne

Kenneth Wiseman
Jon Wiseman
Carversville PA
2010 911

Transfers in

Kirk, Stacy
Marlborough, MA
Transfer from: Ohio Valley
(OHV)
1999 911

Lurie, Samuel C.
Peabody, MA
Transfer from: North Country
(NCT)
1986 944T

Peter Ladas
Peabody, MA
Transfer from: North Country
(NCT)
1986 944 T

Therault, William
Leominster, MA
Transfer from: North Country
(NCT)
1972 914



**ATLANTIC COAST
TRAILER SALES**

Sales • Service • Parts

NEW LOCATION

Boulder Industrial Park

Building 10-A

(Behind Northern Equipment)

off Route 20 in North Oxford, MA

888-414-2287

Seasons Greetings

Get your Porsche ready for winter today!



KLASSE Winter Cleaning Special

Save **25%** on all KLASSE Products

Description / Size / SALE PRICE / Suggested List

ALL-IN-ONE 10oz **\$15.00**/ \$20.00

ALL-IN-ONE 16.9oz **\$21.00**/ \$28.00

ALL-IN-ONE 33.8oz **\$30.00**/ \$40.00

Glaze 16.9oz **\$15.75**/ \$21.00

VLR Cleaner / Protector 8.5oz **\$11.25**/ \$15.00

Bigblue Microfiber Waffle Weave (Drying) Towel **\$15.00**/ \$20.00

* Small Microfiber Hooked Weave Towel **\$1.88**/ \$2.50

Dragon Fiber Pad **\$5.25**/ \$7.00 Save 30%



Buy A "Clean Winter Package" for \$72.10 and Save An Additional \$5.16
That's A \$30.90 Savings Off Our Regular Price!!

Includes: 2 Microfiber Applicators
2 Microfiber Towels, 1 Bio Blue Microfiber Drying Towel,
1 16.9oz All In One Cleaner/Polish, 1 16.9oz High Gloss Sealant Glaze,
1 8.5oz Vinyl-Leather-Rubber and Plastic Cleaner/Protectant

Please call, email, or, fax your orders to our Parts Manager, Michael S Card.

*Plus \$6.00 shipping - to anywhere in the continental USA.
(#) MA residents add 5% sales tax

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