



The Heritage Museum Tour

FIREFLY'S BRUNCH

2010 Annual Dinner Gala

THE NOR'EASTER

EMBER 2010 NOVEMBER 2010 NOVEMBER 2010 NOVEMBER 2010 NOVEMBER 2010 NOVEMBER 2010 NOVEMBER

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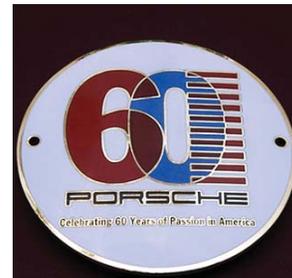
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COVER



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

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On the Edge

Adrienne Ross



Einstein was right, time is relative. Sometimes it goes by very, very quickly, and sometimes, when you're waiting for something you really want to come, it can pass almost painfully slowly. You look back on some years and they seemingly passed in the blink of an eye, but August seems light years away from June when you're waiting to get to the Glen. Near the end of the year I find myself asking, "What happened to February?" and trying to reconstruct the year in my mind.

But last year was a little different. I found myself wondering not only about the time passed, but the opportunities. I started thinking about all those things I'd wanted to, or have come to want to do; golf lessons, surfing, and driving a high performance car.

I signed up for the golf lessons. (Many people in my family play; it's almost genetic or something.) I took a trip to California, and signed up for surfing lessons. (Which I didn't take due to circumstances beyond my control...but I will take them! There's a place in Gloucester that teaches

From driving with some wonderful instructors, to getting to play in the hot pits at a race at the Glen...it's been full of memories I wouldn't part with for the entire world.

people to surf.) Then I looked into driving the cars. I found Porsche's driving school, and was instantly captivated. Here was the opportunity of a lifetime!

Weeks went by, and I contemplated the timing. When would I go? Who would I take with me? How deprived of that fantastic machine will I feel when I get home? Hmmmm that was a harder question. Once I drive a Porsche, I'm going to want to drive a Porsche. Maybe I should just buy one.

So I did.

On my birthday last year, I walked into a Porsche dealership, and claimed the keys to my Boxster. Three days later, I joined the Porsche Club of America. Three days after that, I became the editor of this Newsletter. It was a big week.

Today is my birthday. I waited purposely to write my column this month for this day to commemorate all that's happened to me in the past year.

First of all it's been one of the best in my life. If you've not ever read, or maybe ignored my

column for the last 10 months...I love being the Editor of this publication. It's brought me new friends, new connections (all over the country) a new perspective, a new education, and a new outlook on life, (which admittedly has started to revolve around the deadlines for printing, and when the next track dates are).

Speaking of the track, it's been a life changer really. I've learned so much not just about driving, but about life. You can apply the lessons so many different ways. I've gone on and on about it before, so I won't bore you with it again, but for me, it's been just amazing.

Autocross was the same thing. It was my first (sanctioned) competitive driving experience, and there was a "school" on the first day. Skid pad, braking, turning. I have to say, if you have a chance, or would like to experience the limits of your car in a safe, and well guided environment, this was the place to do it.

I've met some of the funniest, warmest, most charming people on, and off the track, and made some very good friends. I look forward to each of our monthly meetings, and I cannot say enough about our Board and Committee members, and other volunteers.

I've spent the last year learning what I can about driving on a track, both competitively and non-competitively. From driving with some wonderful instructors, to getting to play in the hot pits at a race at the Glen, it's been action packed, full of learning, laughing, and memories I wouldn't part with for the entire world.

Some of my friends think I'm crazy, and some think it's the best thing I've ever done. My daughter is very excited for me, and most of the rest of my immediate family feels the same.

Early in October I brought a few select friends up to NHMS with me to celebrate my birthday. I picked the folks that have been the most supportive, and the most enthusiastic, or those who I knew would just get a kick out of it. Each of them did a Taste-of-the-Track, and they each grinned like idiots for the rest of the day. So thanks to Steve Gratton for organizing that many ride-alongs. Thanks too to the drivers who made each ride so special for them. They can't stop talking about it.

Thank you also to the warm and wonderful

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Around The Cones

Steve Ross



As they say, "Fall is in the air" and closer to home we would say "The Porsche driving season is drawing to a close" but it is not completely gone. Witness the 36 PCAers who enjoyed a sunny October day while touring from Newton to the Cape, many of them with the tops down for maybe the last time this season. See the accompanying story and picture elsewhere in this issue. Next up, but after deadline, is the final autocross of the 2010 season for which we will have a full report in the December issue. Upcoming for November is a social meeting on Sunday the 21st of the month at Firefly's in Marlboro for brunch, good conversation and some videos (of Porsche stuff of course). Then our Annual Dinner will be held at the International in Bolton on December 4th. New this year is a silent auction to help raise money for our charity, Angel Flight NE; see the promotion and entry form in this issue of the NOR'EASTER.

Amy Ambrose, current VP of Activities, has thrown her hat into the ring as a second candi-

November (has) a social meeting on Sunday the 21st of the month at Firefly's in Marlboro for brunch, good conversation and some videos.

date for Membership Chair; this will mark the first actual contest for a position in decades for the region. Ballots along with forms to subscribe to the NOR'EASTER will be mailed to all members in mid-November so make sure you exercise your vote for all the positions.

As this column is being written a major Nor'easter is bearing down on us, which reminded me of the issues of flooding in our Porsches. As I have mentioned before, and it can't hurt to reiterate, the late model cars (996s, 997s and Boxsters/Caymans) have drainage systems to channel rainwater from the front cowl (the area on both sides of the battery) and, on Boxsters and 911 Cabriolets, under the top in the rear. Both these drains in the front can be clogged with pine needles and small leaves causing a backup that on the right side, if left too long, can actually flood the interior past the pollen filter. On the left side a serious clog can cover the brake booster in water and in some cases (early 996s and Boxsters) cause a failure of that component. In the rear the

left side Boxster drain being blocked can cause an overflow under the driver's seat where the lock/alarm control module is located, and it does not take well to water. The solution is to make sure these drains (four in the case of open cars) are clean of debris. An easy way to test them is to pour some water down the drains and then watch for a flow of water under the car. In the front you need to remove the plastic grille on both sides (a Torx bit or small flat screwdriver will remove the screw holding them down) and pick out the leaves with your finger and, if necessary, use compressed air or a water hose to blow them clean. The rear ones are visible with the top partially open under the top frame. If you have problems finding these feel free to write me.

With winter approaching and most members storing their Porsches for the winter it is time to impart my yearly hints on storage for your baby.

1. Fill the gas tank and pour a can of 'dry gas' in to absorb moisture. If you are storing more than three months, consider also adding fuel stabilizer to help with moisture. The ethanol in current gas is very good at absorbing moisture.

2. Clean the car and use a cover to keep it clean.

3. Either hook up a battery maintainer (not a trickle charger) or disconnect the battery for the winter. Note that a

tender (available through Porsche dealers and other vendors) keeps the battery charged, then shuts off until a top up is needed. Note: if you own a late model 996 and newer 911 or Boxster/Cayman and do opt to disconnect your battery either leave the front hood slightly ajar or locate and test the emergency hood release located in the right front wheel well (the hood is electrically actuated by a solenoid).

4. Make sure your windows are closed, parking brake off, and place some sort of deterrent for the rodents that may seek shelter in your car. Moth balls work great but in air-cooled cars the smell permeates the heater, so Irish Spring soap seems to work well there. The water-cooled cars do not have that issue, as the heater is not exposed to the atmosphere. One place to check for rodent entry on later model cars is the pollen filter under that right front grille, if it is chewed thru the rodent can enter the car and or the heater blower area.

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Four Speeds & Drum Brakes

Tom Tate



With a couple of cars following me home every year, I meet some interesting people as I send them out to their new owners. Many are familiar with these old tubs but most are not. Their kids are grown, or at least off to college, and they are on the hunt for a vintage ride, something they remember from high school. Many seem somewhat unprepared for the ups and downs of owning these cars, as their experience with modern cars have tricked them into thinking that a 50-year-old car is the same as a new Honda. Not true.

Just this year, the new owner of a '65 356C drove with a friend from Michigan to pick up the car of his dreams. I suggested more than once that shipping was a much better idea than driving a 45-year-old car that distance, but he was determined to make a road trip out of it. This was a good solid driver but it had not been on the road in 20 years. I had gone through the fuel system and replaced all the brake fluid, but still, a while on the road working out any kinks would

I went down last year after Thanksgiving to help install the engine and put on some small items like door latches.

have been time well spent. The generator gave up as the car crossed into New York State. That was fixed pretty quickly as he had brought some spares along but when one of the brake calipers seized near Niagara Falls, the road trip was over. He drove the chase car home, picked up a trailer, and went back to get the stricken Tub.

On the other hand, I sold a '58 coupe to a fellow in Illinois a few years back and he asked me to bring it to the Hershey Swap meet where he could pick it up. The car was paid for before I drove down to PA and I went with a group because I didn't have any tools that went with the car. The little white coupe ran great and got lots of waves and thumbs up signs from other drivers. The new owner didn't show up until late in the day when we were packing up to leave. I thought I was going to have to make a round trip out of it. He walks up and introduces himself and I asked him how he was going to get the car back to Illinois. He said that he was going to drive it and asked if he could use my plate. Without as much as a lug wrench or a jack he was off with a piece of cardboard on the back with his plate number

on it. I got a call a couple of days later; he made it back without any trouble and got 31 mpg along the way. Another happy owner. Someone was looking out for that guy.

Little Red, the '58 Speedster that was mentioned many times in this column, found a new home in San Diego, which was where I got it. The owner came to inspect the car before purchase and spotted a '63 sunroof coupe in the back of my garage. He showed some interest and I explained that it was my next project, a Carrera 2. After making an offer that I couldn't refuse, he owned both cars. A Texas transport company showed up a few weeks later to pick up the cars with an enclosed rig and I waved goodbye to the pair. I got a call after the cars arrived in CA and was asked if the windshield on the Speedster was cracked when it was loaded in the trailer. I said that it wasn't.

The owner was putting in a damage claim to the shipping company and wanted to know if he should include it. Seems that on the trip west the Carrera 2, which was on the upper level, got loose when the driver swerved to avoid an accident and the tail fell into the nose of the Speedster. The insurance company stepped up and repaired Little Red and even assisted in the restoration of the Carrera 2. The owner was happy to accept the help.

Speaking of interesting people, some years ago when I still had an Audi 4000 in the driveway, I had a white car with a red interior that seemed a little too bright to me. I came across a red Audi 4000 with a tan interior for not much money so I took it home because I liked the interior. The tan leather seats looked really good so I swapped the two interiors. It was just the seats and door panels and the white car with the tan interior looked great. However, the red car with the red interior looked awful, at least I thought so. I put an ad in the Want Advertiser (it really was a while ago) and the first kid that showed up to see the car loved the red paint. When he opened the door to see the bright red seats I held my breath; he loved it. That had to be the only guy on the planet that liked that combination and he quickly became the new owner.

My son, Rob, found a 356 in Oregon and worked on it in the driveway for a while to get it roadwor-

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Flat Sixer

John Bergen



Welcome to November. As of today I am still doing the big commute to Connecticut. This has severely hampered my driving escapades. I do not count highway driving in the same category as fun driving.

With winter fast approaching I am going to have to break down and buy some snow tires for the Bimmer. I can't take the chance that I will luck out again with a mild winter and good roads. Especially since I am now a nomad when it comes to where I hang my hat.

You see my lease ran out on the corporate apartment I was in and they wanted me to commit to another six-plus months. Since I had been there for seven months I declined and started searching for alternatives. So far I have stayed at a number of different places, from an Econo Lodge up to a Hilton. This reminds me of the Johnny Cash song, "I've been everywhere!" I have now taken to using HotWire and PriceLine to do my bookings.

With these two services I am able to find a

Dylan and I are hoping to find a car that will allow us to do some wrenching on it. I told Dylan that we could learn as we go...

decent, three-star hotel to stay at for around \$60 a night. That's about half of what most people are paying, so in my mind it's a pretty good deal. True, staying at a hotel is not like staying in an apartment. I don't have as much room, and I am not able to stock my fridge with stuff to eat and drink.

To me however the trade off is not bad. Since I can eat all of my meals at work, I figure that I don't really need a fridge. As far as the amount of room I need, I only really need a bed and a bathroom. So the whole thing is fine for now.

Now granted I am not entirely thrilled by the whole thing. I really miss my family during the week, and the weekends are so harried that they flash by before I know what's going on. My social life has also taken a beating since I can't hang out with my friends at all. Well, I could, but then I would be ignoring my family, which is more important since Dylan, Sean, Scooter and Dot want to spend as much time with me as they can.

Heck, Scooter is just happy to spend time with anybody! Talk about a friendly, or social, dog. He

has to be wherever the action is. I know that it is starting to get on Dot's nerves; that and he has entered into puberty. This means that everything and anything is fair game for Scooter to mount. This past week Scooter had an appointment with the vet to get tutored, err... I mean neutered. That's a little "Far Side" humor for you all.

The hope is that post operation Scooter's enthusiasm will be curbed a bit. Otherwise, his time may be limited at 11 Beethoven Ave. Scooter is a good dog; it's just that he is still a puppy and needs a lot of attention. When I am around I am happy to take him for walks or play with him in the yard. I just need to get Dylan and Sean into the habit of doing the same thing.

Sean is starting to come around now that Scooter isn't nipping as much. The vet pulled all of his remaining baby teeth when Scooter was in for his neutering. Those baby teeth can be razor sharp, and Sean received many a nips over the past 4 months. Just today, Sean had Scooter out in the yard and was playing with him. This was a great sight to see and I hope one that will continue. Growing up with dogs as a kid was great and I hope Dylan and Sean have as much fun with Scooter as I did with my two dogs.

So, I've covered work, or at least the commute to work, and Scooter; what else do I have to write about? Dylan and I are still in search of a Miata. Dylan found one on Craigslist last week and e-mailed me about it. By the time I called the guy who had it advertised it had been sold. I was amazed especially since the car didn't start and needed some body work. Oh well, the search continues.

Dylan and I are hoping to find a car that will allow us to do some wrenching on it. I told Dylan that we could learn as we go, but we do not want to get into anything that could potentially be over our heads. I am hoping to find a car that at least runs and needs some work to bring it back to it glory days. Of course we'll be swapping out the suspension and making tweaks here and there to get it ready to autocross and maybe track.

There might even be a long-term goal of getting it into shape for Spec Miata racing, although, I have watched those guys race and it seems like it gets pretty hairy. I'll have to give the Miata racing thing some serious thought before I venture

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Minutes Of The Board

Joyce Brinton – October 13th, 2010 NER Board Meeting



The board met at the Ryan residence in Harvard, MA. The group convened at 6:30 pm on Wednesday, October 13th, for dinner. After a bit of socializing and a delicious dinner, the business meeting convened at around 7:35 pm.

The following NER members were in attendance: Amy Ambrose, Dick Anderson, Joyce Brinton, Karen Cohen, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, and Chris Ryan. Fred Ferguson from COM was a guest.

Steve Ross reported that there have been some changes in the membership of the Nominating Committee: Amy Ambrose has resigned. Karen Cohen has assumed the position of the Chair of the Nominating Committee and Chris Ryan has been added to the committee. Amy Ambrose has put herself forward as a candidate for Membership Chair — thus giving us a contested election for that position — with Ron Rappel as the committee's nominee for Membership Chair. Ballots will be mailed to all members soon and should be returned to Dick Anderson, the current Membership Chair.

There was a phenomenal showing for the September Concours — over 150 cars. See the article in the October NOR'EASTER for more details and the list of winners. NER will provide the Museum of Transportation with a contribution in appreciation of their assistance, including supplying a wonderful venue for this event as well as recorded music. A motion to that effect was made by Amy, seconded by Adrienne and unanimously approved. Steve has booked the same location for the same weekend next year.

Steve reported the good news that the Auto-cross Committee may be able to use Devens again next year (earlier indications were that it would no longer be available for this purpose) but the committee is still exploring other locations just in case.

Chris Ryan reported that the October tour down to the Heritage Museum was a great success with 30+ cars. The tour was organized by Charlie and Martha Dow who laid out a very scenic route. Apparently there were a number of people participating who are new to attending NER events; we hope they will join in other activities as well.

The November meeting will be a brunch at Firefly's in Marlborough on November 21st at 1:00 pm. This will be an excellent opportunity for members to get together and socialize while eating and watching fun videos.

Karen Cohen provided a report regarding charity

activities at the Annual Dinner on December 4th to benefit NER's charity, Angel Flight NE. She has organized a small committee to prepare the centerpieces, which will then be raffled off to benefit Angel Flight. The committee has already received quite a few donations of items to be placed in a Silent Auction — keep your eyes open for a listing of some of the more interesting and exciting items that will be available for which attendees will bid. Please contact Karen (k.cohek@comcast.net) if you have items or services you can donate for the Silent Auction. Registration is now open (see promo in this issue of the NOR'EASTER and on the NER website) — we hope to have a record crowd this year.

A visit to KTR has been set up for January 15th at 9:00 am. Details and registration info will appear in a later issue of the NOR'EASTER.

Chris Mongeon gave the Treasurer's Report, which had been distributed in advance by e-mail. As usual, the club remains in good financial shape. The report was approved without dissent.

Dick Anderson reported on Membership: NER has 1369 primary members, 968 affiliate members for a total membership of 2337. This past month there were 22 new members (all of whom were actually from our region) as well as 2 transfers in and 8 transfers out (these are generally a result of

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Happy PCA Anniversary

Thirty years

Manfred Moehring

Twenty Five Years

Edward Marchwicki

Twenty Years

Bill Berezin

Fifteen Years

Bob Dewey

Ten Years

Jeffrey Dufficy
Kurt Glitzenstein
Ralph Krueger
Brian Ladouceur
James Shepard
Mark Talbert

Ten Years

Jeffrey Dufficy
Kurt Glitzenstein
Ralph Krueger
Brian Ladouceur
James Shepard
Mark Talbert

Five Years

Robert Conlon
Louis Dellanno
Larry Williams
Dan Sullivan

Double Clutching

Bob Canter



I'm sitting at my kitchen table staring out the window. It's a Saturday and the sun is shining bright with a visibly strong wind blowing through the trees, scattering leaves and the like all about. Weather.com says its 47 degrees right now but feels like 41 degrees. As I also stare out my window I can see the Porsche parked in the driveway and know that the days of me seeing it there are numbered. It is beginning to feel like winter and all ready I am longing for spring to be here.

About two weeks ago my girlfriend Guille and I were out for dinner and after we were done we got into the Porsche. I had parked on the street, and as I began to back up something at first seemed odd which took me a moment to decipher which was that I was not seeing that bright hue of red as I stepped on the brakes on the car behind me. I have to admit that my first reaction was one of surprise. The idea that my brake lights weren't working just seemed to freeze me for a moment. How could this be, my brake lights are not working? Since we were only

As I also stare out my window I can see the Porsche parked in the driveway and know that the days of me seeing it there are numbered.

about a mile from our townhouse I decided to drive there first and then confirm that in fact the rear brakes lights were not working. Sure enough they weren't, so, first things first, I checked the appropriate fuse. Even though it looked okay to me I replaced it anyway. Quick check and no, the brake lights were still not working. Next I fiddled around with a few things and don't really think I did anything of significance but next time I got back into the 911 I noticed if I really put pressure on the brake pedal the brake lights would now go on. Just to be clear when I say pressure I mean that if I used that much force while driving, I would surely lock up the brakes and if there were a car behind me it would ram into my backend. Even so I felt some sort of accomplishment that they were now working, it was late and I was tired so I called it a night. The next day as I was driving from my home in Salem to my office in Needham in rush hour traffic on I-95 I had a state trooper right behind me for almost the entire way. Surely if my brake lights were not working

he would have pulled me over, so again I thought all was well. Moving forward about another week it is a Friday and the weekend of the Charlie and Martha Dow Fall Tour to the Cape. The weather report was for a beautiful weekend and I was very much anticipating participating in that drive on Sunday. When I reached my house intuitively I had this feeling the brake lights might not be working again probably because I noticed that cars behind me were keeping an extraordinarily safe distance between us, and no one seemed to stay in the same lane as me very long. Sure enough, once home and able to check, they weren't working this time even if I put as much pressure as I could on the pedal. This is when it all got fun. I pulled out my Bentley Service Manual, found out where the brake light switches are located and decided that, even though it was approximately 7:00pm on a Friday and I would be doing this in the dark with only a flash light, I would see if by fiddling around with the two brake light switches I could get them to work. Bad, Bad idea. On a 1984 Car-

rera the switches are located on the master cylinder toward the rear in the front luggage compartment, and in order to reach them you have to remove or unscrew or unbolt a number of obstacles in front of them, which I did. What exactly I expected to do once I reached the switches other than

making sure they were connected correctly was anybody's guess. After fiddling with the switches, adding a little brake fluid to the reservoir (I'll come back to this later) I decided the next best thing to do was back up the car while pumping the brakes to see if that might get the brake lights working. What I forgot was that I had placed the car cover on top of the car. As I began to back up it slid off, catching one end on the passenger side mirror while the other end under the right front tire. The mirror lost the tug of war and dislodged itself from the door hanging by its wires. So now I have no brake lights and no passenger side mirror. I decided at this moment to call it a night. The next day on Saturday I was committed to participate in the PAL Boston Grand Prix, an all day event, which meant Saturday was out for getting anything done on the car. On Sunday with the Charlie and Martha Dow tour out of the question and now having some free time to research on Pelican and Rennlist, the brake switches would have to be

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One Track Mind

Dick Anderson



After a few weeks of scooping acorns, leaves, Apine needles and a few assorted small animals (all dead) from the pool, the crew will be here tomorrow to close it for the winter. Yes, I waited too long this year, but, then again, I wait too long every year. It must be my lifelong aversion to winter that's behind my procrastination. Nowhere was summer's end more apparent than on October 11th at 5:30 am as I drove to New Hampshire Motor Speedway in the dark and the cold. NCR was hosting their "Spring is a Long Time Coming" event, my last DE of the year. It's always a fun event with a good turnout and I was reminded, once again, of winter's imminence as I drove home in the dark at 6:00 pm on October 12th. You can't fight Mother Nature.

I guess things could be worse. For instance, I could be a BP dealer. My barber told me of a local BP dealer who tows his BP sponsored racecar to

plans also to fly home from Seattle to attend one or two events next year as well. Needless to say, their old man (me) is looking forward to that.

In recent issues of both Car and Driver and AutoWeek magazines, Porsche Turbos were featured in comparos, a Turbo S in the former, a basic Turbo in the latter. CD chose a field of exoticcars, including a Ferrari 458 Italia, an Audi R8 V-10, a Mercedes SLS, an Aston Martin V-12 Vantage and the Turbo S. Testing consisted of track sessions and skid pad on a Nevada racetrack followed by road sessions through the High Sierras. When the dust settled, the Porsche Turbo S reigned supreme.

A/W took an intramural approach, comparing a Turbo to a GT3. Personally, I enjoyed the A/W comparison more than the CD piece, perhaps because I own one of each although mine are of the 996 variety. My take away from the latter article is basically what my own experience has been – the GT3

is a track car par excellence requiring a bit more driver engagement than the Turbo. Conversely, the Turbo is more comfortable and street friendly and although track competent, is a more suitable daily driver.

Finally, I mentioned last month that research was underway for a replacement for Ann's venerated M35X. Believe it or not, Esquire magazine, not known for its automotive expertise or opinion, has named its "Car of the Year," which happens to be on my list of possible Infiniti replacements — the 2010 Audi S4. As you might expect, the Esquire article, admittedly, offers little in terms of performance or technical info. Instead, it offers the following, "Cars are subjective, emotional things. Car awards are even more subjective. Numbers and stats are starting points, but we believe the Esquire Car of the Year should make you feel something deep in your gut. You should lust for it and dream about it, but it shouldn't be an impossible goal. It must be attainable for the average man. It should sit in front of your house or office without drawing attention to itself and tackle four seasons of day-to-day transportation with ease. Yet crucially, sometimes without warning, it must make you snatch the keys off the wall, haul off to the country and just drive." Not a bad sentiment for a daily driver... now to find that car.

Nowhere was summer's end more apparent than on October 11th at 5:30 am as I drove to New Hampshire Motor Speedway in the dark...

various events in a trailer heralding his BP support. He has been subjected to various forms of harassment from aggressive street drivers expressing their disdain (hint: those weren't "point bys") for BP — as if he had something to do with the oil spill! I heard an item on the radio stating that legions of BP dealers were being courted by competing brands to switch sides and that many of those who hadn't been contacted were making inquiries of the competition on their own (the commentator noted that BP also owns the ARCO brand, suggesting that we might be seeing a conversion of BP stations to ARCO stations (ala ValueJet's emergence as AirTran). It'll be interesting to see how that sorts out.

Accentuating the positives of the changing seasons, football is in full swing and, as of this writing, our beloved Pats are holding their own. MLB playoffs are underway (sans the Bosox) but Ann's Yankees are, as usual, in the thick of things. I think I've mentioned before that baseball season is tense in our house. Daughter Sarah has indicated that she intends to get back into DE next year, albeit on a limited basis as the new job permits, and son Adam who had planned to attend NER's WGI event in August of this year (until I had to cancel),

Upshifting

Bruce Hauben



Over the years Joyce and I have travelled and explored most of the west coast states from San Diego to Friday Harbor, WA. I differentiate “west coast states” from the “west” of the US intentionally. Sure there are different trees and birds on the west coast, and they have mud slides and forest fires rather than hurricanes but underneath the veneer there’s not much difference between the west coast and our east coast. The roads are congested, there are too many people and night satellite pictures show a solid line of light from the bottom to the top.

We’ve been wanting to explore what I’ll call the “real west” for a long time and finally overcame the inertia and made time for a September trip through parts of CO, AZ & UT. Not Phoenix, Denver and Salt Lake City but where we drove for long, long distances without seeing another car. We love exploring back roads and back country

We’ve been wanting to explore what I’ll call the “real west” for a long time and finally overcame the inertia and made time for a September trip...

places so we chose minor roads wherever possible and often thought “what a great Ramble road”. During our travels I kept a log of things I’d like to tell friends about our experiences, sort of like my amateur photography. Both things force me to slow down, really notice the geography and surroundings and make the experience more fun. I may rarely look at the pictures, in fact still haven’t uploaded them to the PC, but it serves a worthwhile purpose. We had such a fantastic time that we’re already thinking about WY, ID and MT next year.

So dear friends, let me tell you about our travels and try to get some car related stuff into this article. We visited 9 national and state parks and monuments trying to stick to smaller roads as much as time and direction would allow. One of the great things we discovered on this journey was the frequency of jaw dropping vistas and camera ops driving along the open roads, not necessarily needing to enter specific parks or monuments though they all exceeded our expectations. Another was that we were absolutely, positively correct in our thinking that no way would we want to do this kind of excursion

during high “tourist” and “no school” season. If you know me at all you know that I’m unable to deal with crowds and lines and in Joyce’s season-ing years (we’re both aging like a good wine) she’s swinging more to my side of the spectrum in this area. During our visit to the busiest of the parks, Mesa Verde in southwest CO, there was one parking area with 2 tour buses where there were spaces for 25 buses..... you get my point.

Our first stop out of the Denver airport was Grand Lake, CO, next to Rocky Mt. Nat’l. Park; which is less than 90 minutes from Denver, so more crowded than we would have liked but we quickly learned that the western side was empty vs. the eastern side (closer to DEN) so we obviously hiked and spent time on the empty side.

Our second cool experience there was hiking along the very beginning of the Colorado River where it is just a little creek. Little did we know that during our travels we would drive the entire way along the Colorado River through CO and 100 miles into UT. It was just an interesting experience to watch the river grow from the many others emptying into it, the many hydro-electric dams along the route and in fact a motel we stayed

in on the return to the DEN airport in Glenwood Springs backed up to the river and had a great patio on which we enjoyed a drink and watched people fishing on the river.

At the inn where we stayed in Grand Lakes (the largest natural lake in CO) we ran into a car club staying there with 15 – 1960s era Shelby Cobras and a sprinkling of Porsches and Ferraris (modern). That was the first of the car clubs we encountered. The wonderful weather and lack of rain was ideal for cars without a top. We experienced constant deep blue skies and temperatures in the 80s, maybe a few places in the low 90s and with the very low humidity it was never uncomfortable. During our entire trip through 3 states we rarely dipped below 6,000’ and most of the time were at 7-12,000’. I brought along the Garmin which has a built in altimeter so that was a fun thing to monitor.

We encountered another car club a few days later, on two different days with several days in between. The second time was the crème de la crème as we were heading in opposite directions

continued on page 22

Torqued Up

Amy Ambrose



Just one more track day. Just one more and that will be my last for the season. I promise. Well I know that is what I said, but now I really mean it. I'm presently sitting in my mechanic's office and he walked in, holding my old brake pad next to my new one. I said, "Oh my, how much did I have left?" He grimaced and said, "zero." Good answer! So where did I leave all that brake dust? Seems to be confined to the state of New York. Seven days at the Glen and six at Monticello (MMC) would be the two major crime scenes. And it was all good. Last month you read of my WGI exploits; would you like to hear about MMC? It all began when I dropped off my Cayman at the MMC track enroute to the Ferrari Nationals in NJ. The plan was for my sweetheart to drive his Ferrari for that event and then on the way home drop me back off at MMC for my week of driving fun to begin.

Monday was day one and SCDA was on track that day. Knowing a number of friends in that club I thought I might enjoy the company. It was

I have a renewed love and admiration for my car's ability in the rain. I now relish driving in the rain. Bring it on!

pouring rain nonstop the whole day. Even my heated bun warmers couldn't dry off my rain saturated left thigh. The good news was that the rain slowed me down to the extent I finally experienced that 'aha' moment of track pieces merging into one inside my brain. The other good news was that being a member of MMC allowed me unlimited track time. Some close to me have accused me of princess-like tendencies. While I wholly object to such references, I was now afforded an opportunity to prove their point. To wit, I would take a run with the green group, come in at checkered flag, loop around the pit to grid for the next group. And so on and so on. A couple times that day I drove 1-½ hours straight. No wonder I left a little brake dust behind. Two thoughts crystallized in my head that stormy, wet, dank day. One — I would like to request rain on the first day of any new track for me since it seems to do the trick for my brain. Two — I have a renewed love and admiration for my car's ability in the rain. I now relish driving in the rain. Bring it on!

Tuesday, Day 2 and the car clubs had cleared out and I drove as a member. It was rainy and

misty so for one run I was the sole driver out there. Freaky and fun at the same time. Refreshing contrast to the hectic previous day.

Wednesday, Day 3 was with Bruce Ledoux's SIXTH GEAR car club. While my car has only five gears, I took the liberty of including reverse as my 6th gear. Reverse is a very valid gear. I arrived early as I am wont to do and duly volunteered for tech. Exotic cars abounded at this particular event and I never knew what might round the corner of the garage in my direction. A bright orange Lamborghini Superleggera slowly rolled up with a blond lady at the wheel. As she handed me her tech form I poked my head into her car to check possible loose articles. I politely reminded her that the stuffed bear in her passenger seat would need to be removed prior to driving. She shrieked, "That's Princess! Princess stays! Princess travels the world with me!" I glanced at the color of her sticker and breathed a sigh of relief. No problem; not my run group. It seems Princess

was not finished with me though. I was accosted in the loo by Ludmilla, (said stuffed bear's keeper) who chastised me again saying, "Princess was upset that you didn't recognize her, but she does forgive you." Hmm, maybe next year I will

volunteer for a safer position than tech.

Hot track now on Day 4, Thursday. I had been driving solo all week long, but wholly comprehend the wisdom of having an instructor recheck your line periodically. To that end I asked car control guy extraordinaire Rich Davis to hop in. As we were belting in, I casually mentioned that while I felt my speed had increased I still hadn't felt the limits of my car. Round about the entrance to Kryptos I understood why my comment had made him smile. I noticed his arm slowly reach over and CLICK off the PSM button. Oh no! Not my security blanket! Well he was behind the wheel and my comfort zone in life has always tended toward blind faith. I didn't really have time for a debate because we were driving sideways up Kryptos (BTW, the most dangerous spot on MMC — 90% of accidents occur there), and all the while he was whooping, "woo-hoo!" Yes Rich; woo-hoo indeed.

But I won't try that at home. Not just yet. I do envision a future though where my currently clenched fist on my PSM security blanket will loosen its grip. All in good time. Back out solo

continued on page 26



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Calendar At A Glance

November

09 Board Meeting
21 Brunch at Firefly's

December

4 Annual Dinner
8 Board Meeting

Brunch at Fireflies Sunday, November 21st

The November monthly meeting will be held at Fireflies in Marlboro on Sunday November 21st at 1pm. We will have use of the screening room, so if anyone has some interesting videos (PG please) feel free to bring them along. In addition to the bodacious brunch that Fireflies has, we will have access to their pool tables and of course, a relaxed atmosphere to chat with fellow PCAers. The only cost is for the the brunch and drinks.



No need to preregister just show up and identify yourself as a Porsche club member and the staff will show you the area we have reserved.

FROM ROUTE 495 SOUTH/NORTH:

Take Exit 24A (Marlboro, Route 20). Follow Route 20 East for about 3 miles. Firefly's will be on your left.

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KTR European Motorsports Tour

Saturday January 15th, 10:00 AM

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

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

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

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

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

Name(s) _____

Address _____ City/State/ZIP _____

Phone _____ email _____

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

Directions: KTR European Motorsports 99 Fitchburg Rd. (Route 2A) Ayer, Massachusetts 01432 Telephone: 978-772-7800
From I-95/128: Take Route 2 West. After you drive under I-495, travel another 3.6 miles on Rte. 2W. Take Route 111 North (towards Ayer) for 2 miles. At the rotary, take Route 2A West towards Ayer. Continue on Rte. 2A into Ayer center, and stay on Rte 2A as it turns right in downtown Ayer. After this right turn, drive 0.5 miles and take the left fork, remaining on Rte 2A. KTR is another 0.5 miles further on the left at the railroad crossing.

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



2010 Annual Dinner

It's time to mark your calendars for the Northeast Region's premier social event, the 2010 Annual Dinner Gala.

We'll be gathering at 'The International' in Bolton, MA. Break out those tuxedos and evening dresses, practice your dance steps and think about an elegant evening of fun, food, awards, door prizes, dancing, socializing and reminiscing about all the Porsche Club events and everything else that's happened in 2010.

The cocktail hour is extended so you can spend more time socializing before sitting down to dinner. The evening will begin at 6:30 PM with cocktails and Hors D'Oeuvres and plenty of catching up time with friends. The acclaimed staff at The International will be preparing a delicious meal for our enjoyment. Make your choices from among these 3 choices:

- Grilled New York Sirloin with cracked pepper demi with Sherry lace and herbed butter.
- Pouched Chicken Roulade with spinach ricotta mousse, pepper leek fondue and roasted tomato cream.
- Baked Haddock Bercy with grape tomatoes, leeks, capers and lemon vermouth sauce.

All dinners will include hors d'oeuvres, tomato bisque soup, salad with goat cheese, pecans and maple vinaigrette, side dishes, rolls and butter and dessert and coffee. If you have special dietary requirements, please contact Chris Ryan at the address on the Registration form.

Of course, there will be music and dancing after dinner and the awards presentation... and plenty of time for after dinner cocktails and socializing with Porsche friends.

A block of rooms has been made available for those who wish to stay over night. The cost per room is \$109 per. Contact The International if you wish to make a reservation for the night.

Directions: From Boston, take Mass Pike to 495 North... from Manchester and points North, take Interstate 93 to 495 South... from Providence and points South, take Interstate 95 to 495 North... THEN...

Exit 495 at Exit 27 to Route 117 West and travel 1.7 miles. Left onto Wilder Road for approximately one half mile and bear left at the fork. Follow the red and white "The International" signs one half mile to entrance on right on Ballville Road.



Join your friends for the best blow out dinner dance of our whole year. Don't miss it!



Gala



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December 4th, 2010

6:30 Cocktails & Hors d'oeuvres

8:00 - 11:00 Dinner, Dancing

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Address: _____

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Phone (evening): _____

E-mail address: _____

Total # of people _____ x \$ 60.00 per = \$ _____

TOTAL ENCLOSED (payable to NER/PCA)

Late Registration: After Nov. 25 price is \$ 65.00 per.

Make your check payable to NER/PCA

Mail to: Chris Ryan, 28 Myrick Lane, Harvard, MA 01451

- Sirloin
- Chicken
- Haddock

Questions? Contact Chris at ryan28@charter.net



The Herriage Museum Tour

Copy by Martha Dow, photos by Chris Ryan

We Dows do a lot of traveling. We drive to the Porsche Parade every year, no matter where in the U.S. it may happen to be and we just got back from a trip to Turkey. We almost never go anywhere near Cape Cod or the Islands. Therefore it was a challenge this fall when Chris Ryan and Steve Ross asked us to arrange a tour to the Heritage Plantation in Sandwich to view the J.K. Lilly auto collection. We knew we had to go over a bridge, but there are two, and we were not sure which one of them took us to our destination. We headed southeast from Route 128, through some lovely neighborhoods of Dover and Norwood, and then we were in the wilds of Plymouth County.

Cranberry bogs! Just like the Ocean Spray ads on TV, and as the season progressed we saw men in high rubber boots scooping up the red berries. Signs pointed to the Ocean Spray plant, but we had our orders to find that bridge. Bourne? Sagamore? We weren't sure, and in true Massachusetts tradition the signage was not helpful. There is a large sign on the Sagamore Bridge, but it is faded, rusty and in need of restoration. When you make it to the Cape, signs disappear altogether. With diligence we found the Heritage Museum and they suggested Seafood Sam's Restaurant, right next to the Canal and the Coast Guard station. Sunday, October 10, was forecast a beautiful day, and e-mails began pouring in. We had 34 entrants.

Mr Lilly's collection of cars, including Gary Cooper's Duesenburg, is spectacular, we rode the 100 year old merry-go-round, admired the grounds still in full bloom and I allowed Charlie his favorite fried clams. Touring ones own back yard is a good idea, and apparently from the thank-you e-mails we received many of you agree. If anyone has a favorite destination, which you think others in the region would enjoy, send us an e-mail at mwdow9@verizon.net and we will see what can be arranged.



Chris Ryan checks out the cars.



Charlie and Martha Dow.



Inside the Tour.



The gathering in Newton.

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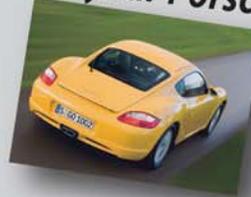


to **ME**,

the Editor!

OR... email letters and/or photos to me at:
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Porsche News

Copy and Photos by Porsche Cars North America

Porsche Classic Search Crowns Rare 1952 356 Cabriolet as America's Oldest Import. National search also finds 12 of the earliest models sold in America

ATLANTA—October 21, 2010—As part of its 60th anniversary celebration, Porsche Cars North America embarked on a quest to find the oldest Porsche sold in America. The Porsche Classic Search, conducted online at www.Porsche60Years.com, encouraged individuals from coast to coast to submit documentation that his or her Porsche was one of the earliest in its category to be retailed on American soil. With awards and bragging rights at stake, the call for entries yielded an impressive collection of finalists, including the oldest U.S. - retailed model found, a lovingly restored 1952 Strawberry Red 356 Cabriolet. Launched in August, the My Porsche Classic Search received hundreds of submissions from Porsche owners across the country. Among them was a rare 1952 356 Cabriolet owned by Dr. Robert Wilson of Oklahoma City, Okla. Wilson's car was imported in November of 1952 by Austrian businessman, Max Hoffman, in New York, who brought the first Porsche cars to the U.S. beginning in 1950. The 1.5 liter, 60 horsepower gem was discovered in a salvage yard by Wilson years after arriving on U.S. soil and meticulously restored.

The My Porsche Classic Search also yielded the discovery of another distinguished and even rarer Porsche - a blue 1950 356 Cabriolet owned by Richard Brumme of Annapolis, Md. This car is one of the very first series production 356s built in Stuttgart, after the company relocated from Gmund, Austria. Impeccably restored with original parts sourced from around the globe, the 1950 356 Cabriolet was also recently honored with the 2010 Best in Show and Best in Class Awards at the 356 Registry's annual gathering in Cleveland, Ohio. While Brumme's car is unique and special, it was not the oldest Porsche actually retailed in America. This distinction goes to Wilson's 356 Cabriolet of 1952.

Porsche also encouraged owners of cars spanning 12 model ranges to enter their cars for a shot at earning the 'oldest' designation for their respective car model. Apart from the 356 lineup, entries were submitted for the Porsche 911, 912, 914, 924, 928, 944, 968, Boxster, Cayenne, Carrera GT and Cayman. The oldest Porsche models in America and their owners are:

- 1965 911: Barry August of Clarksville, Md.
- 1965 912: Steve Torkelsen of Wilton, Conn.
- 1970 914: Ralph Stoesser of Marco Island, Fla.
- 1977 924: Jay Hoover of New Haven, Ind.
- 1977 928: Jim Doerr of Richmond, Va.
- 1983 944: John Denning of Covington, Wash.
- 1992 968: Jeffrey Coe of Trumbull, Conn.
- 1997 Boxster: David Adrian of Worcester, Mass.
- 2004 Cayenne: Adam Reichard of Magnolia, Texas
- 2005 Carrera GT: Robert Ingram of Durham, N.C.
- 2006 Cayman: Eugenie Thomas of Martinez, Calif.

A photo gallery of the oldest Porsches and car details can be viewed at www.Porsche60years.com. Porsche plans to honor the owners of these cars with an exclusive badge issued by the Porsche Museum in Stuttgart, and by featuring images of the cars at the new "Sixty Years of Porsche in America" exhibit, which opened in the museum on Oct. 12. Additionally, the 1950 356 will be displayed at the Los Angeles Auto Show in November, where it will join the company's newest models.



A lovingly restored 1952 Strawberry Red 356 Cabriolet.



A blue 1950 356 Cabriolet.

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on a small 2 lane road and we passed more than 55 of them ranging from open wheel racers like Allards, Scarabs & Bugattis, Alphas from the 50s, XK 120 Jags, half a dozen MB gull wings, Ferraris & Maseratis from the 50s, a hand full of 356s and early 60s 911s, Morgans, and on and on; all in immaculate condition, a wonderful site. The first time we encountered part of this group was heading west on I 70 through the Rockies and if Adrienne can fit it I've included a picture shot from our car at 70 mph.

Several days later while in Chinle, AZ a dozen Saturn Sky's pulled into our inn's parking lot. Wonder if they'll become collectible and show up at Barrett's now that the brand has been discontinued :->!

Remember that up front I mentioned that we look for back roads and want to see what is on the other side of a mountain. Finally, when it comes to car clubs, we were driving on a wicked cool, steep, gravel switchback necessary to cross a mountain range on our way to the Bridges and Needles in southern UT. There were several turnouts where one could pull off and enjoy the views but with a multi-horse trailer behind us I didn't want to get stuck behind it so passed on that availability. However, at two of these areas were groups of early 911s, Austin Heals and TR-3s. We couldn't imagine subjecting our Porsche to such gravel conditions nor most of the Ramblers, but hey, they were having a great time.

Among the things we enjoy and appreciate about the west is that people are allowed to be responsible for themselves, for their actions. Some of the things we noticed on this trip as on others were road construction flaggers, never police, and often there were no flaggers at repair sites – yes I'll admit there are far fewer vehicles to contend with than here in the east. The passing zones are very liberal, some were downright crazy and you have to use good judgment on when not to pass even though there may be a hyphenated mid-line. Many, many places are without roadside Armco's, in fact it's unusual to find any, and when there were some their location often didn't make sense. Many of the roads we travelled were very steep with sharp switchbacks and I could well imagine coming down those roads a little too hot, not making the 150° turn and tumbling down the 1,000' mountainside. Let me tell you about those grades and altitude changes, driving from higher to lower altitudes – 2-3-4,000' in a few minutes, a partially used water bottle buckled due to the increased air pressure.

"Open range" means just that, literally, and there's a hell of a lot of out there. It's not unusual to be steaming along back roads, round a bend and have to jam on your brakes to avoid horses and cattle....love it, fantastic.

Many of the roads were dotted with snow plowing information signs and needless to say, road edge marker poles 15-20' tall. We drove some roads with signs reading "Road not

plowed 6PM-6AM" or "Road not plowed on weekends" and others simply stating "Road not plowed". Then there were those roads posted "Not patrolled on weekends"; think wild west. Guess those tell you you're really on back roads. Our one concession to using a major road was getting back to the Denver airport from Moab, UT and taking I 70 where all through the mountains were signs requiring truckers to have chains with them from Sept. 1 – May 30, and pull offs specifically for mounting those chains.

Even I 70 was a fun road. Until we got within a short distance outside Denver it was two lanes in each direction and for the first 133 miles east from the UT border it follows the Colorado River. So just like the river, the interstate runs through deep canyons and gorges and in fact for several miles around Glenwood Springs the western direction of the road is cantilevered above the eastern direction as the canyon is too narrow for four lanes.

We've been lucky enough to have accumulated several years worth of cord wood that we cut and split ourselves from trees on our land as well as from friends, but watching ads I see that it's running \$250-\$300 per cord. We saw signs in CO advertising cord wood at \$135 a cord.

We were interested in the huge amount of irrigated hay fields throughout the southwestern quadrant of CO. I measured one side roll irrigated field where the side roll was almost ¼ mile long. At the B&B we stayed in outside Mancos we chatted at length with our host, Harris Court a successful ½ Navajo. He'd been a military pilot in Viet Nam and then a corporate pilot later while accumulating land holdings in the west. Anyway we learned a lot from him about water and water rights, deeded holdings etc. I chanced to come upon a very interesting web site that takes some mining but is very

continued next page



Part of a large 'Ramble'; note the rucksack hanging on the left.

Continued from previous

interesting reading for those interested in western life. I corresponded with Gary Hubbell at <http://aspenranchrealestate.com/index.html> and he gave permission to pass on anything on his web sites.

The lowlight of the journey was returning to Denver. Heading east and dropping down the eastern side of the Rockies the metropolitan area lay ahead.....in a heavy cloud of yellow smog, very depressing.

I think I've rambled on enough now. Let me know if you'd like a capsule Ramble route of our itinerary, it was fantastic.

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NER 2011 DE Schedule

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

Track Helmets Reminder

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

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

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

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

replaced. The passenger side mirror now in the light of day was fully intact and there was only a minor scratch on the door. It seems Porsche designed the mirror to be held in place with a little brace that looks to me to be made of white metal and under enough pressure it will just break away, saving the mirror itself from getting destroyed. The mirror is a \$900 item; the brace is a \$6 part. Thank you Porsche. So on Monday I ordered the brace and the two brake switches from Autobahn in Peabody. Just as an aside, Mike who works the parts counter there was great and very helpful, as was Rick. As it turned out, getting the switches through Autobahn was cheaper than going through Pelican, and faster too since I had everything by Wednesday morning. All told the entire cost in parts was less than \$20. On Thursday morning after about two hours worth of work I had the new switches installed, the passenger mirror re-attached, and while at it I replaced a backup light bulb that had been out. Now with just a modicum of pressure on the brake pedal brings the lights to life and all is well with the world as we know it.

Remember how I wrote earlier about putting in a little brake fluid in to the reservoir, well that turned out not to be such a great idea either. I had forgotten that the previous year I had decided to have the system flushed out and replaced with Castrol SRV. Thank you Kenny Conway for keeping accurate records on the work you do, so it was just a telephone conversation with him to confirm what braking fluid I had. Castrol SRV is a synthetic brake fluid and one big no-no is that you don't mix regular brake fluid with synthetic brake fluid. Of course that's exactly what I did. I can only hope that after using my one dollar turkey basting suction thingy to suck out all of the brake fluid from the reservoir and refilling it with the Castrol SRV that this won't come back to haunt me since I only had added a little and the car had just sat for next couple of days as I waited for the parts to come. What actually happens if the two brake fluids get mixed is still a mystery to me but I can only hope that I don't find out.

people of the PCA. Including those I've spoken to at National who always go above and beyond to be helpful. Other editors have also come forward to offer me a note of encouragement, or just a hello.

And so – only 10 months into my Editorship, but one year into owning a Porsche, I'm still as excited as day one.

Please don't forget that our Annual Dinner is having a silent auction to benefit Angel Flight, who gives so generously of their time and money to help children all over the country. We're looking for any and all sorts of contributions from gift baskets with themes like coffee, or movie night, to services that can be rendered. Are you an attorney? Maybe you could donate the service of composing a will. Maybe you're an accountant and can give an hour or two of your time? Can you teach someone a skill? Maybe you could donate lessons - from piano, to horseback riding - the people in Porsche Club like all sorts of things. Do you run a business? Maybe a gift card could be your donation. Use your imagination, and the sky is the limit, and the potential is huge!

My email is on the last page; please contact me if you have questions or something to donate.

	
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	<p>E-mail: scantorino@porschenashua.com www.porschenashua.com</p>



down that path. For now, Dylan and I will be happy with a car that he will eventually be able to drive daily and then it can double as an autocross mobile.

In other car news, I may begin to look for a new track car. I will most likely stick with a 964, or possibly an RSA. I could potentially go older if I can't find something I like. My reasoning is that the 964 with its 250 hp is more than enough car for me. I have more driving and learning to do before I could ever consider moving up to something else. First and foremost though, I have been keeping my eyes open for the Miata, with the Porsche as a distant second.

Not much else to write about these days, so I'll just close with the standard line: Well, that's all for this month. I hope to see many of you at some of our upcoming events! If you see me, please introduce yourself and say hello, I will be trying to do the same. Until then, stay safe!

5. Do not start the car during the storage period unless you are going to drive it for 25 miles or more. Moisture in the engine on start up, especially in cold climates needs time and running to dry out. Also starting an engine that has sat for weeks if not months is torture on the internally lubricated components. When you do start it in the spring some people disable the ignition and fuel injection by removing the DME relay and cranking the engine to build up oil pressure at a very low rpm. Owners of older cars (pre Motronic) can remove the coil wire and accomplish the same result.

6. If you wish, pump up the tires, in reality, since modern radials were introduced, permanent flat spotting has been a non-issue. Driving the car in the spring for a few miles for the first time eliminates any flat spots in a few miles.

7. To save a few dollars if you store the Porsche all winter you may want to remove the collision and liability portions on your insurance policy. Make sure you keep fire and theft though, and remember to reinstate coverage in the spring.

Well that's it for this month, wishing you all a happy Thanksgiving.



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thy. He put on new tires, cleaned the gas tank out and did some interior work and it looked like a good example. Back in the '70s someone had put a set of speakers as big as a doghouse in the back seat and had cut up the upholstery, which he replaced. It's really great to have a kid that is good with his hands. I put the car on eBay and while it didn't sell we did get some good prospects. As luck would have it, another 356 owner referred a friend in Oklahoma to us who had owned one before but sold it when business turned down. She wasn't that far from AZ and requested some photos. After a few phone calls and some price discussion she told us that she would take it. A deposit was to be wired but after a week it had not appeared. A phone call got a long story about all the rain and flooding in her area but she still wanted the car, she thought. She would just bring the money with her in a paper bag. We had suggested that she fly in to test-drive the car but she said that she didn't have the time. Her plan was to drive to Phoenix with a friend in her Range Rover, who would follow her back to Oklahoma City. Great plan, she'd have two unreliable cars on the road at once. Two days before the pickup date she e-mailed for more photos, it was not looking good. The next day she called to ask if I had seen my home e-mail, and I said that I had not. She said that when I did, I should ignore it as she wanted the car but would fly in to Phoenix and drive it home alone; it was 1000 miles.

Rob filled the tank and drove the car to the airport to meet her. The paper bag was handed over and she got some instruction for the trip. This was her third 356 so not a lot of time was spent. We had explained before that the fuel system had been cleaned out but the gas gauge hung up at half full and couldn't be trusted, she should just stop every 250 miles and fill up. It's a 10-gallon tank.

About an hour later Rob's cell rang and it was the new owner. Somewhat upset, she said that the car was overheating and the oil light was on. Not a good situation, but handling it like a pro he asked what color the oil light was, she said red. No, he said, that is the handbrake warning light; the oil light is green; she had been driving with the brakes dragging. Rob really has learned a lot about these cars, maybe I finally have a convert to these old Tubs.

Four hours later the cell rang again and again the pro picked up the line. Something was blocking the gas line and the tank was still half full, hadn't we replaced all the lines? Yes, he had replaced the lines with new but how far had she driven? She said that the distance was 288 miles. Rob reminded her about the discussion on the gas gauge and told her she was out of gas. AAA had a can of gas when they arrived two hours later and she was on her way home with no additional problems. Aren't people interesting?

KTF

again I was heading into the right-hander before the back straight. A flock of birds misjudged my speed and — thunk — one met a violent end with my radiator. Off track I checked for any disgusting bird chunks. No bird parts but my tires sure looked weird. Looked like I ran over some metal and there were chunks on the side missing. I asked a couple of guys to look at them and consensus was unanimous. Tires were corded. I speed-dialed my trusty mechanic who promised tires the following day. Crucial issue since I was driving back to MMC for the weekend, and home just for Friday. I raced back to Boston for new tires only to find that I also needed pads and rotors (not in stock Friday at 5:00 pm before a holiday weekend). I was cautioned not to track drive but a gentle highway drive down and back to MMC were fine.

Talk about sweet torture. I glumly sat on the pit wall and hung my head, knowing I wasn't allowed to drive. The president of MMC, Ari Straus came over and wondered why I wasn't on track. When I regaled him with my sorry tale he tossed me into a spec Miata and ordered me to have some fun. The smile reappeared on my face. I was zipping around in no time. That car felt like a mere shell around my body and sounded like a buzzing bumble bee — an angry one at times. I'm a true spec Miata believer now.

Next day, Sunday, my dismay returned because the weather was even nicer — a truly awesome fall day. Bright clear blue crisp sunny sky. No clouds and postcard foliage. I attempted to incur more pity with my no brakes situation. My Canadian bud Rick Morelli came up with my favorite solution — just don't use your brakes! Now why hadn't I thought of that? The rest of the opinions varied from just brake sooner, drive slower or even just don't worry since you can't damage the parts any further and heck your binning them when you get home. Music to my ears! I began tentatively since I had never envisioned driving on a track with minimal brakes. That simply cannot be located anywhere on my to-do list. Three half-hour runs later, and with my brakes protesting noisily and strenuously, I figured it was time to head on home. Six days at MMC with one day off in the middle... now that is one awesome week.

Canadian Contingent - Rick Morelli, Dr. Sid the Kid avec moi.

Flash forward to present time and I'm holding the paper-thin old brake pad in my hand. It did all it promised and more. It felt like the time to come clean to my mechanic and confess I had gone ahead and driven on the track despite his admonition. He said, "Oh, I knew you would." Hey! How did he know that? No secrets from your mechanic or your doctor they all say. Then he proceeded to ask me my weight. The nerve! Again no secrets so I told him. Not being nosy; he just needed it to properly align my car. Just as long as that secret remains between us.



Sixth Gear at Monticello Motor Club.



Canadian Contingent - Rick Morelli, Dr. Sid the Kid avec moi.

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New Members

New Members October:

Eric Archer

Warwick RI
2002 GT2

Corey Beale
Somerville MA
2005 Porsche

David Bluestein
Plymouth MA
2008 997

Angelique Dirkes
Charlestown MA
1985 911

Carl Freedman
Charlton MA
1999 Boxster

Ben Freeman
Boston MA
2009 Boxster S

Adam Graves
Conor Butler
Easton MA
1987 911

James Hopkins
Terri Hopkins
Wakefield RI
1983 944

Suzin Koehler
Saugus MA
2001 Boxster

Henry Luhrs
Chelmsford MA
1980 911SC

Patrick McGlade
Wakefield RI
2003 911

Tomasz Palkon
Charlton MA
1964 356

Steve Perlow
Gail Perlow
Lincoln RI
2001 911

David Peterman
Andover MA
2010 911 Turbo

John Sachetti
Salem MA
2001 Boxster

Nils Skogstad
Cambridge MA
1997 993 C2

Tracy Steele
Sheldon Steele
Ashland MA
1990 911

Carl Storm
Kingston RI
1968 912

Vijay Swami
Boston MA
2003 911

Tom Tivnan
Wakefield MA
2004 911

Alan Walts
Charlestown MA
2009 Carrera S

Chris Wiseman
Barrington RI
2006 Carera 4S

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Rd.
Concord, MA
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Coast (SPC)
2010 Panamera

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Marketplace

For Sale

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

H&R springs, Moton shocks. Stock wheels w. new street tires and 2 sets BBS track wheels w. Hoosiers. Many other upgrades, call for more details. \$62K Mike 781.929.1112

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Minutes- continued from page 10

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those who are located in other parts of the country but were initially assigned to our region).

Adrienne reminded everyone that NOR'EASTER articles for

the November issue were due on the 15th of October. She also circulated a listing of future assignments and their due-dates for calendar 2011. If any members are interested in contributing articles, they should contact Adrienne (aross@PorscheNet.com).

Steve reported that he will be attending the meeting of Zone 1 Presidents in November, at which time there will be an election of a new Zone 1 Representative. In other news he noted that there is a ballot in the new issue of Panorama for the election of national officers.

Robert Cohen introduced Fred Ferguson who is Treasurer of the COM car club; he was interested in knowing more about what NER does and he appeared to be impressed with the range of activities that NER offers its members.

The next board meeting will be moved to November 9th at the Anderson's home.

The meeting adjourned at 8:37 pm.

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