



PORSCHEFEST 2010

2010 Annual Dinner Gala

WATKINS GLEN DE REPORT

THE NOR'EASTER

OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 **OCTOBER 2010** OCTOBER 2010 OCTOBER 2010

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INSIDE THE NOR'EASTER

010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010 OCTOBER 2010

FEATURES

- 14 *AX #5 The Last Hurrah!*
- 15 *Fall Heritage Tour*
- 15 *MEMBER'S BRUNCH AT FIREFLY'S*
- 16 *NER Annual Dinner Gala*
- 18 *Lorschefest Concours d'Elegance*
- 24 *NER Hit's The Glen!*
- 28 *YELLOW DUCKS RACING TOURS THE GLEN*
- 30 *Dylan's Report*
- 31 *Annual Statement*
- 31 *At the Drive in- A report*
- 31 *NER Raises \$ 720 for AFNE*



15



18



24

DEPARTMENTS

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

COLUMNS

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

COVER



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Susana Weber

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

On the Edge

Adrienne Ross



Wow! Watkins Glen. I would say that of those who even know what those two words together mean, the percentage who have driven it is very small indeed. If NASCAR does in fact have a purported 75 million fans (that's about 1 in 4 people in America) I would say that nothing even like 1 percent of those have driven this track. Even if you're not a NASCAR fan, but perhaps a fan of other motorsport, my guess is, the percentage is even less. The Grand-Am series runs there, as well as a few others, and my guess is, the percentages are just about the same.

In other words it's a big deal, at least, it is to me. It was the crown jewel of my summer adventures. It seemed like a big deal to others as well. Those in my close circle were excited for me to be going, and it really was one of the best trips ever. I had new tires (last minute), but didn't need new brakes. Not yet at least. I'd had some good council about how the track flowed, what to expect out there, and what to watch out for.

I partnered up with Ms. Amy, and we met early

Dave my first contact in the NER, my first friend, and my first mentor here....and at dinner, he offered to be my instructor. Hot damn!! Now it's a party!

Thursday morning for the trip out. We were so excited to be headed out. I won't detail the 6 hour drive out. Needless to say, it was 6 hours of carefully watching our speed, and trying not to stop too many times.

Arrival, at last! Our motel is ummm inexpensive, but clean, and the proprietor is friendly. Who cares? We're there to drive.

We headed to dinner, and bump into some of the people I was looking the most forward to spending the weekend with. After some huge laughs, (thank you Chris) and a bit of inquiry, I have a new instructor.

For those of you who have been here longer than say...one year, you know that Dave Weber was the Editor of this publication, and that I became his successor. That makes Dave my first contact in the NER, my first friend, and my first mentor here. He means a lot to me, to say the least, and at dinner, he offered to be my instructor. Hot damn!! Now it's a party!

And so, Friday morning before 6AM, Amy and I head to the track. Her instructor is Susana

Weber, mine is Dave. And we couldn't be happier. The sun rose just over the hills and shone right through the garage. It was a busy hive of prep and tech, and buzzing with excitement.

Let me just say that the 3 day adventure of driving went along just about how it was supposed to go. I got out there and sucked out loud. I tried not to panic, and did. I tried not to oversteer, and did. I tried not to drive 6 inches off my bumper, and did. But by Sunday it was better. Not great, but better. I have the line, I added speed, and no one threw up. I relaxed, and drove. Dave's feedback was precise and plentiful in the garage. He gave me homework, and he made me try, and keep trying, and he understood when I ran out of the mental capacity to do it anymore. There were a few biggish hurdles, and he (very bravely) got into that car with me, and encouraged me, and we got past them. So again – Thanks Dave :)

The trip home was amazingly uneventful. I did it alone, and arrived safe and sound in 6 hours.

I feel more bonded to some of my fellow NER-ers than I had done before. We had some laughs at staging. I'm not sure how it got to be 3 girls out there, but we had a pretty good time. I met some new people, and hung out with some of my already favorite people here. It was a blast. Really, if you get a

chance, go to this event. It's amazing.

We had our Concours early in September as well. Steve did a heroic job of organizing this particular brand of chaos.

I was there (probably) a little early (surprise!). There were maybe 15 cars there, and I thought, "Oh what a nice turn out were going to have."

By noon, there were over 150 cars parked on two lawns, and the parking lot as far as the eye could see. Since it was my first I was almost overwhelmed by the number of cars there. I brought a friend of mine, and tried to accurately name (or number) the different kinds of cars on the fields. Boy was there an enormous diversity of Porsche's there. It was really wonderful to see them all out there gleaming in the sun on a perfectly beautiful day. People mingled and admired, chatted and compared, and asked for and received advice.

I finished dead last in my class, heck, of the day! But in my defense, I was misinformed about what was expected from me. I thought Park and Wipe meant they'd choose a small, tiny, itty-bitty part

continued on page 32

Around The Cones

Steve Ross



In spite of the region only having 2 events in September they were both successful, the DE event on the 9th at NHMS drew a decent crowd, weather was perfect, not too hot, no rain, and no incidents involving bent cars. The Concours on the 11th was an absolute roaring success with somewhere in the neighborhood of 150 cars on the lawn, most of them being judged, in one of the 4 classes; Full, Top only, park and wipe, & Race/Track. Again Susana Weber's fantastic artwork served as trophies and was very well received. Thanks go to Kim Saal, Tom Tate, Amy Ambrose, Vanessa Morant (a brand-new transfer from the U.K., George Markely, Dave and Susana Weber, and all the judges who gave of their day to help make this a great event. Check out the story and pictures elsewhere in this issue.

As fall approaches the schedule lightens up with more indoor or in car activities taking over, the 10th of the month of October has another Charlie and Martha Dow tour, this time traveling south, away from the 'leaf peepers" to the south

The Concours on the 11th was an absolute roaring success with somewhere in the neighborhood of 150 cars on the lawn...

specifically Heritage Plantation in Sandwich on the cape. A tour of the auto collection and lunch with fellow PCAers are the planned activities for this event. See the promo elsewhere in this issue.

The president of the region receives a variety of correspondence from various sources, potential new members, Zone and National officials, people looking for repair shops (interestingly not always in this area as our website is the first "hit" when you search for the word Porsche), so some have to be redirected to the proper region and/or the National website.

Well in late August I received an email from the company that does promotion for Porsche USA asking if I could arrange some test drives of various Porsches from the six decades that Porsches have been imported to this country for a story to be written for Automobile Magazine, by a local writer. Fortunately there is a deep supply of older Porsches that I know of in the region, most of them having belonged to the Region for a long time. With the help of email I was able

to confirm a list of 6 cars; a 58 Speedster for the 50's; a 65 356 SC for the 60's; a 73911 Targa for the 70s; an 87 911 Cabriolet for the 80s; initially a 93 964 Targa for the 90's but when he had to cancel, a 1990 928GT substituted; and finally my 04 Boxster stood in for the '00s. PCNA supplied an '11 Boxster Spyder for the new decade that the writer used as a comparison car as well as a camera vehicle too. After the concours we had pictures both still and moving taken at the top of the hill at Larz Anderson and at a local entrance road to a cemetery, along with interviews with the owners. Look for the story in the December issue of Automobile, it is written by Ezra Dyer who lives on the south shore and is supposed to be an 8-page story and pictures.

As it does every year, nominations for candidates for the Board of Directors are solicited. This year the committee comprises Amy Ambrose as chair, with Karen Cohen and Jill Maserian as members. Nominations are welcome from the membership if you wish to run or know someone else that is interested please contact a member of the committee. This year we are in need of an Activities VP, an Administrative VP and the membership Chairman. The committee's candidates are listed elsewhere in this issue.

Enjoy the fall and will see you at the fall Tour to Sandwich.

Four Speeds & Drum Brakes

Tom Tate



I am happy to report that another 356 has been returned to the road after a very long sleep. As many of you know, my brother Bill has a '58 Speedster with VIN 83946. He bought the car in 1966 (that's another story) and drove it pretty much every day. Because of some carb problems, he parked it in 1977. Life interfered with the attention that the car needed, so it sat in his garage until 2006 when I convinced him that we should drag it out of the shadows and restore it. I had redone my '58 Speedster (VIN 84354) in 1999, and he could see that they were great fun to play with in the summer months. Bill is in Maryland and has an even longer driving season that we do here in Boston, even more reason to bring it back to life.

In 2006 Bill had cleaned out the gas tank and lines in the hopes that we could take it for one last drive around the block before we dismantled the car for metal work and new paint. I flew down, and without much trouble we got it running and took that final ride.

The car was stripped that weekend and a

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

month later it was brought up to Mass. to a fellow that could work magic with sheet metal. The car wasn't that rusty but back in the day when the drivers floor had a rust hole appear, the standard fix was to just weld in a flat piece of metal. That was back before they made replacement panels with the correct pressed patterns in them. The panel that was put in back in 1967 was solid but gave the car an "oil can effect" when you got in and out of the car. The current replacements panels are not a lot of money, but there aren't many people around that want to spend the time to weld them in place using the original methods.

There was some rust found that required some attention and the car told a few stories once the paint was removed. The inside of the passenger door showed a neat row of holes with body filler squirting through like worms coming out of the ground. The car had been hit on the right door and the panel behind it. Years ago, to pull the damaged metal back into place, holes were drilled into a panel so that a device called a slide hammer could be mounted. This allowed the body shop to get close to the original line and

then body filler or bondo was used to fill in the rest. All this had happened before Bill bought the car. There was bondo in the rear panel that indicated additional damage to the rear but Bill had taken a hit there in a parking lot many years ago that was never repaired so it needed some work there anyway.

A hotrod friend of the metal worker watched as the car was restored and agreed the he would paint the Speedster in its original light ivory color. He has done many show cars and took on the project because he liked the idea of bringing the car back to life after all these years.

The tub was all done and on its way to Maryland two years ago when some medical issues interrupted Bill's progress. There was some delay but not a lot, since there were bolts to be cleaned and small pieces to be painted with a rattle can. Knowing the day would come, Bill had started ordering replacement factory parts back in the mid '70s. In fact, he even had duplicates of some pieces. By the time this project started I think he

had all the parts he needed to complete the job, and at much lower prices than today.

I went down last year after Thanksgiving to help install the engine and put on some small

items like door latches. The Porsche logos in gold were on the front and rear of the car and it really started to look like a show car.

Because Blackie, my '58 Speedster, was in the garage here in Mass., it was easy to see how things were assembled if Bill ran into a problem that the repair manuals didn't cover. More than a few times I went out into the garage with the phone in one hand and a flashlight in the other. He was asking questions that I couldn't answer without looking. The Internet age allowed me to e-mail photos when it got difficult to describe how things were positioned. Who would've thought back in the day that something called a digital camera would be needed to put an old car back together.

This summer, with the end in sight, I booked a flight to BWI to be there when the Speedster was ready to take its first drive. I figured that there were more than a few people that would like to be there also.

Bill has been a member of the Potomac Region of PCA since the '70s, but for the last 35 years

continued on page 34

Flat Sixer

John Bergen



Everything is in the air. It is hard to believe that the summer is over and I am still doing the weekend commute from CT back home to Walpole. I'm not sure how long I can keep this up, as it is taking a toll on my family, my car, Scooter, and me.

Work is still crazy. That seems as though that will be the norm for some time to come. I am constantly amazed at how much there is going on and how many things people are looking for others to do. Right now I am looking to move from my apartment in Stamford to somewhere further east. This way I figure I am closer to MA, and therefore Dot and the boys, while we try and figure out future plans.

Hopefully those future plans include Scooter. He continues to grow and become a dominating presence in the house. At his last vet checkup Scooter weighed in at 40 pounds, and he is still a growing puppy. I had told Dot that Airedales typically get to 40 to 50 pounds, but it appears as if Scooter will be an atypical Airedale. The vet was saying that he could top out at 65 pounds or so.

The Watkins Glen event was excellent and gave Dylan and me a chance to really bond and for him and me to learn about what is really important in life.

I am hoping that he doesn't get any bigger or his time in the Bergen household could be limited.

Okay, now let's move on to our feature presentation, Watkins Glen. I really enjoy the Glen, as it is a true racetrack. Sure NHMS is a real racetrack, and it hosts NASCAR just like the Glen, but the Glen's road course is just as well maintained as the NASCAR short course. That, my friend, is a huge advantage the Glen has over NHMS.

This trip out, I would be bringing my oldest son Dylan. He and I would have a chance to do some male bonding. Of course this would mean that my time spent in the Seneca Lodge bar would be limited, but hey, that's okay. I don't really need all those empty calories anyway. My plan was to head home from Westport Wednesday night so that I could spend early Thursday morning packing the truck and loading the car onto the trailer.

I had hoped to be on the road by 11:00 am so that Dylan and I could get to the Glen by 5:00 or so. This would give us time to get lunch on the road and then be at the track to drop the car off

and back to the Seneca to check in and have dinner. Of course, my plans never really go as well as I plan.

There was last-minute stuff to do and things to get at the store. Before I knew it, it was lunchtime, so I made the decision to eat at home before hitting the road. Then I remembered that I had to get gas for the Porsche and diesel for the truck. So by the time we were ready to roll it was 1:00 pm; doh!

The ride out was for the most part uneventful. There was one point when we were driving along on the Mass. Pike, in the middle lane, when a truck driver in the right lane decided that he wanted to be in the middle lane. I was amazed and shocked as this tractor-trailer drifted into my lane. Luckily I had time to hit my brakes and slow down so as not to be broadsided by him.

I then collected myself and drove by this guy only to see that he was on his cell phone and completely oblivious to what was going on around him. This is another clear case where cell phone use while driving should be banned. I myself try not to talk on the phone via Bluetooth (aka hands-free), but even that is an unsafe practice. I guess you can equate driving while using a cell phone to drinking and driving.

The rest of our trip was for the most part event free, although Dylan and I did venture off the highway in search of food. This was a side-bar adventure through some backwoods towns that seemed pretty scary. We did eventually find civilization in the form of an Applebee's. This wasn't too bad a food stop, as I was able to get something kind of healthy.

Anyway, after a quick dinner we were back on the road with the hope we would get to the track before 9:00. Dylan was anxious, as well as I, to get to the track so we could drop the car off, and then get to the lodge so we could get to bed. We made it to the Glen at 8:45 pm, found our garage, and got the car and truck unloaded in no time. Since it was nighttime, Dylan didn't get a full appreciation for the track but I could tell he was excited.

Next stop was the Seneca Lodge. The dining room was hopping when we walked in to check in. It was great seeing all of those familiar faces enjoying themselves. Dylan and I did a quick circuit of the dining room and then headed to the bar to see if there were more people in there. Not finding anyone, Dylan and I headed to our room.

continued on page 33

Minutes Of The Board

Joyce Brinton – September 7th, 2010 NER Board Meeting



The board met at the Cohen residence in Bolton, MA. The group convened at 6:30 pm on Tuesday, September 7th, for dinner. The business meeting convened at around 7:40 pm.

The following NER members were in attendance: Amy Ambrose, Joyce Brinton, Karen Cohen, Robert Cohen, Morgan Duffy, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, and Matthew Wallis.

The membership report was provided by e-mail from Dick Anderson, who was unable to attend the meeting — primary members: 1362; affiliate members: 969; total membership: 2331. There were 24 new members, 7 transfers in, and 13 transfers out. Generally those transfers occur when a new member discovers he or she has been assigned to a club some distance from home or when a continuing member relocates to a different geographic area. For example, this month two of our new members are from Florida and undoubtedly they will transfer out of NER soon.

Adrienne reviewed the NOR'EASTER deadlines she had circulated by e-mail. Contributions for the October newsletter are due September 15th. Anyone wishing to submit material for the November newsletter should send it to Adrienne by October 15th.

Chris Mongeon gave the Treasurer's Report and noted that the WGI DE event was quite well attended, which resulted in a surplus to the club treasury. That surplus will help support other activities put on by the club. The report was approved by the board.

Since Chris Ryan was unable to attend the meeting, he submitted a report via e-mail. Due to scheduling and logistical issues, there was no September meeting, although there was the Concours d'elegance on September 11th at the Brookline Museum of Transportation. Charlie Dow has arranged for a "Southern Tour" including lunch and a visit to the Heritage Museum in Sandwich for the weekend of October 9th–10th — see the promo in this issue of the NOR'EASTER and on the website.

Steve reported that everything was in place for the Concours on September 11th. Probably 75 cars will be shown. Susana Weber is preparing the trophies. PCNA has arranged with Steve for a reporter from Automobile magazine to attend, and he will photograph a car from each of the past five decades for an article to appear in a future issue.

Steve also reported that, unfortunately, Devens

has not confirmed whether dates will be available for autocross next year, and he is investigating other potential venues. He noted that the autocross trailer is getting old and may need replacement and/or major repairs, especially if it necessary to tow it to a location at a distance.

The Nominating Committee (Amy Ambrose, chair, Jill Masserian, and Karen Cohen) reported its slate. Steve Ross, Adrienne Ross, Chris Mongeon, Joyce Brinton and Bruce Hauben will continue in their board positions. Bill Seymour will be nominated for Activities VP since Amy Ambrose must step down. Ron Rappel will be nominated for Membership Chair to replace Dick Anderson. Fedele Cacia will be nominated as Administrative VP to replace Chris Ryan, who must step down. Ballots will be mailed to all members in early November as provided by the NER by-laws.

The next meeting will be held at Chris Ryan's home at 6:30 pm on October 13th.

The meeting adjourned at 8:50 pm.

Happy PCA Anniversary

Twenty Five Years

Frank Hyer

Twenty Years

Mark Stefanski

Ten Years

Richard Boyer
Thomas Buckingham
Jeff Mccarthy
Hank DiGiorgio
Charles Ho
Sean McCormick
Leslie Rudnick

Five Years

Roy Bertalotto
Charles Cooney
Thomas Heffernan
Jeffreys Johnson
Bruce Lider
Hugh O'Mara
Carlton Miller
Kevin O'Connors
John Spezzaferri
Clifford Steve
Robert Wallace

Double Clutching

Bob Canter



Can it be September already and by the time you read this it will be October. Today I happened to compete in the final NCR autocross of the season and with one last NER autocross at the end of October another season will have come to a close. It really does seem like it was only yesterday it was April and I had just taken my Porsche out of hibernation and was looking forward to the many months ahead when I would have the opportunity to drive the 911. Now as I approach the end of September my thoughts have turned to the few remaining weeks left to be able to drive the 911 and have begun making plans once again for its winter hibernation. This annual ritual of preparing the 911 for winter has become as familiar and certain as knowing that I will eat Turkey on Thanksgiving and where I know that after Thanksgiving I will gain ten pounds over the course of the winter I also realize that once stored it will be at least four months if not longer before I will get to drive my Targa again. This year will be a bit different due to my move to Salem

There will be those moments over the course of the winter where I will wander into the garage and stare longingly down at my covered Porsche.

and having to make other arrangements for the storage of my Porsche but regardless the routine is the same. An oil change, a final cleaning, waxing and vacuuming, moth balls and Irish Spring soap, and moving the R Compound tires stored to the basement so as not to be subject to freezing temperatures. Of course there are those little things you meant to get to over the summer or replace but just didn't find the time to get to but now time is running out so you make the time to get them done because it can get dam cold working in an unheated garage. Then with a tear and a sigh I will inflate the tires up to approximately 50lbs, hook up the trickler battery charger and put the custom fit car cover over the Porsche. Of course there will be those moments over the course of the winter where I will wander into the garage and stare longingly down at my covered Porsche. In those moments I find it necessary to say something to my 911 that will reassure it that I do still care and are missed and that the day is not that far off before we will be together

again travelling along some back country road or competing in another autocross. I am certain that my comforting words make the winter a little bit more bearable for my 911.

One recent change I happened to make to my 911 within the last couple of weeks was the installation of some genuine GT3 leather seats. I happened to be in a local Porsche repair shop actually picking up a part when I looked to my right and there they were off in a corner on the floor. Though the price being asked for them was a bit more outside what my budget could validate I was informed that the seats were owned by a customer of the shop who happened to be a fellow NER member and if I were interested they would contact the owner of the seats to pass along my telephone number. Well he and I talked, I made an offer, he accepted and now I must say they look awfully good in my 1984 Targa. At the autocross more than a few people noticed the new seats (OK maybe I might have said something like "hey come check out my new seats" on more than one occasion) but even so the compliments kept on coming. In turn if anybody out there is interested I now have pair of Cobra Suzuka GT including Cobra side mounts in good shape for sale.

At the time I'm writing this, as I mentioned previously, earlier this day I participated in an Autocross out at Moore airfield in Ayer Ma. From a weather standpoint you couldn't have asked for a better day. The temperature was in the mid 70's, the sun was out and just enough of a breeze to keep things cool. It's always a good feeling when after your first run you just know you're seeing the course with a focused eye and will over the course of the day will see you times improve as seek to improve your line through the slaloms and clam shells while coming as close as you can to the cones without dislodging any. As I do every year it seems I tell myself that for next season this will be the year I go to the stiffer torsion bars so it will be interesting for me to see if I actually carry this through. I always seem to be caught between not wanting to stiffen up the car to much because primarily it still is a cruise mobile for me and Guille after work and on weekends yet given my competitive nature and looking for ways to go faster at the autocross it has become the next in line answer to improving times. I have

continued on page 32

One Track Mind

Dick Anderson



I hate Labor Day. Don't misunderstand, I get the historical, legal and social significance of it. I honor working people (I used to be one). I especially honor working people in this difficult economy. What I really don't like is the symbolic end of summer that seems to, illogically, accompany the arrival of Labor Day ("Time to close up the cottage and get back home Ethel, it's Labor Day. Snows gonna be flying before you know it"). The reality is, September tends to be one of the more pleasant months in New England and often October is comfortable, too (almost certainly the first half). So why does Labor Day signify the end of summer for so many people (including yours truly)? For me, I guess it's the de facto end of DE season although I'm the first to admit, I could trailer the GT3 to warmer climes but that would require more effort than I'm willing to expend. I can look forward to NCR's "Spring is a Long Time

I suppose it's not Labor Day I hate, it's the Pavlovian response to the "first Monday in September" bell going off.

Coming" two day event in October but after that it's pretty much get the Porsches ready for their long winter's nap. I suppose it's not Labor Day I hate, it's the Pavlovian response to the "first Monday in September" bell going off.

It feels good to get that off my chest. Undeniably, my minor rant results from a summer affair with a stubborn virus that forced me to miss three events this season, two of them at NHMS and the heartbreaker, WGI in August (planned to be my son's - who was flying in from Seattle - first DE event). I ended up spending a cumulative six days in the hospital and countless (it seems, anyway) days hanging around the house with no energy (slightly less than I normally have, according to Ann). Fortunately, it appears I'm finally on the mend. Were it not for my family and my many thoughtful friends, several from NER ("It's not just the cars, it's the people."), I'd have surely "gone off the rails."

One benefit accrued to being housebound for weeks - what's that you ask? I got caught up on my reading. To wit, the October issue of "Car and Driver" has proclaimed the Boxster Spyder the "best handling car in America (for less than a \$100,000)," adding that it is "quite possibly

Porsche's best car currently for sale." Wow, quite a statement! In the narrative leading up to the actual car comparison, C/D offered the following discourse on the subjective nature of what determines good handling (all of which are good things for DE drivers to ponder about their own cars):

"Handling is all about cohesion and predictability, how a car's various subsystems come together. A typical byproduct is a very high level of driver confidence. Does the steering weight increase in a manner that makes it perfectly clear how much of the tires' grip is being used? Is the car stable and predictable all the way to the limit of adhesion, or does it do something unexpected? And when the limit is reached, does the front end lose grip first, or does the rear, or both simultaneously? Is the action of the brake pedal linear and consistent, providing precisely the intended stopping force, no more and no less? There are more ancillary factors to consider, too, such as the seat. Is it up to the task of keeping the driver in place?"

Side Note: On the non-Porsche front (thus, irrelevant to PCAers but perhaps of interest to some) I had the good fortune to read local author

Chuck Hogan's novel, "Prince of Thieves" upon which Ben Affleck's new movie, "The Town," is based. Since I haven't yet seen the movie, I can't comment on it but if you're looking for an exciting, "can't put it down" kind of novel, with local color, read this one, it's great.

Finally, having several weeks of downtime also encourages thought. For example, as a result of having two Porsches, a pickup truck and an auto trailer, I've given little thought to Ann's daily driver, her Infiniti M35X. One night recently, I asked her how many miles were on the clock and was startled to learn that we she wasn't too far from the century mark. It's a great four seasons car, has required little, but routine, maintenance and has been reliable without fault. That conversation got me thinking about potential replacement vehicles. Top of the mind came a Cayenne but Ann quickly quashed that idea ("I don't want an 'SUV' besides you've already got a truck"), another Infiniti M series ("want a change"), that leaves BMW M3 (or 5 series), Audi S5 (and S4, I suppose) or something else TBD (Caddy CTS-V?). The good news is Ann seems receptive to these possibilities. All those weeks of downtime might actually yield something. I love it when a plan comes together..

Upshifting

Bruce Hauben



While NER's DE program has one more event on the calendar, this week at NHMS as I write, we can already chalk up the 2010 program as arguably our best ever. Without taking anything away from the many Track Chairs and Committees over the long history of our DE program, as they all ran superb ones during their tenures, I believe 2010 saw the most drivers ever, at widely diverse venues, with a lot of perks thrown in for the drivers.

Only two weeks ago (last weekend in August) — with our preparation for the upcoming NHMS event it seems like a lifetime ago — we capped off our 'traveling' or 'long distance' events with our annual three-day weekend at Watkins Glen International (WGI). It was, simply put, one hell of a great weekend, with 137 drivers. European Performance Engineering in Natick, our long time WGI sponsor, deserves special thanks.

I believe 2010 saw the most drivers ever, at widely diverse venues, with a lot of perks thrown in for the drivers.

Let's begin with the drive — or tow — out on Thursday. Regardless of when you started that day, it was a beautiful day for a tow. I think towing in the rain is second in horrendous experiences to towing in snow and ice, with heavy highway traffic an additional bummer. Thankfully none of that was present during our tow out.

You may wonder how during a normal track season one ends up towing in snow and ice. It's very simple and a horrible experience. Try towing to Sebring from New England in early February. I will say that while I've loaded the trailer while there was heavy snow on the ground at home, I've been lucky in never encountering snow on New England and Mid Atlantic highways in my many trips to Sebring. During several return trips, however, (again fortunate in not being held hostage by snow on the trip down and missing some of the race weekend) I've been in snow and freezing rain through the Carolinas late at night and pulled off Rt. 95 at the first chance and waited for the morning sun to clear the highway.

But I digress. The aforementioned is not a problem in August in New England, but the weather was one of the many highlights of our WGI week-

end. As many drivers commented, this was the first time they could recall that during a three-day event there was not at least a half-day of rain at WGI. We had three full days of beautiful weather in the mid 70s to mid 80s, and while I can't guarantee the same for next year, I am predicting the same weather. Put it on your calendar now, the last weekend in August, 2011, Friday to Sunday; be there.

As previously reported, our beer/wine/chips social during three-day events has been very popular and well attended, as evidenced by Calabogie and LCMT this year, as well as previous years there and at WGI. So that event was on the agenda from the get-go as well as the buffet lunch on Friday in the Timing and Scoring building. Both of these functions are free to registered drivers and offered to guests at cost.

We did the buffet lunch last year — catered by the track — and it went very well, very smoothly, and the spread was worth the cost. This year was another matter, and probably the only downside of the whole event save for a single bad incident from which the driver very fortunately walked away un-scratched.

I wasn't even planning on going up to the lunch, busy with event details, but did go about half way through the lunch hour. Much to my chagrin (anger) the buffet had been placed in a little room, on tables with only one side available, the line was horrendous, and there were nowhere near enough tables at which to eat. And this was after I'd written the food coordinator to expect our numbers.

Anyone who knows me knows that queues will be the ultimate cause of my death; the hypertension already in evidence will do it. I'm coming to the realization that it's not only the queue itself but also the reason for the line that drives me up a wall. If whatever has caused the line is being handled as best it can in the most efficient manner, I've found myself actually standing in that line and waiting. However, when common sense has been thrown out the window and obvious solutions have been disregarded you don't want to be near me.

EDITORS NOTE: Please enjoy Bruce's continued complete report on the trip to the Glen starting on Page 24.

continued on page 24

Torqued Up

Amy Ambrose



My sincerest apologies go out to NHMS track. I have been told again and again that each track has a rhythm akin to dancing and everyone is happy (car, driver, instructor) once that is achieved. Well the rhythm eluded me and I ended up stomping your toes into bloody stumps. I hope they heal soon. I just don't know what happened. It could possibly have begun at registration when I put my wristband onto my right hand. I remember looking at everyone else, wondering why they were putting it on their left wrist by mistake. But it remained on my right hand the whole day and set the tone for my poorly executed painfully butchered dance moves. Two left tires I had all day long. Can I blame my mechanic? Nope. He was sitting shotgun inside the cockpit and was blameless. First lap around the track I came around the back and took a sharp turn to the right. Jerry yelled 'where are you going?'. I immediately noticed the other cars were not following me. I yelled back 'I don't know!'. Well

I was accosted by my buddy Mike Kerouac who gleefully announced that he thought he had caught my boffo on his incar camera.

I was driving the NASCAR oval! Hey in my defense there were NO cones out there blocking my way. When we could stop laughing I reentered the front straight hoping noone had witnessed it. I was not so lucky. Slinking around the paddock and trying to act like nothing happened I was accosted by my buddy Mike Kerouac who gleefully announced that he thought he had caught my boffo on his incar camera. Wasn't that great? Yes just ducky I thought. So I thought I would curry some compassion from my sweetie. I texted him that I had driven the NASCAR oval. He texted back 'NICE!'. Oh dear he misunderstood...it was not an accomplishment! Okay back to a new fresh run with the plan being to remove some of the choppiness. It took all day to get some kind of rhythm but still it felt like the super dooper looper at Hersheypark to my stomach. Luckily my instructor extraordinaire was able to scrounge some motion sickness pills. Not enough for me though - which would be why I pitted in early last run of the day and made my way hurriedly to the ladie's room. The constant jarring made me say goodbye to my lunch (I do not recommend the chicken tenders). And then the day was over. Well

not quite. My track buddy Sara Kuchawry saw me moments later in the ladies (I didn't regale her with what she had just missed). She reminded me of my NASCAR boffo (just in case I had forgotten) and joked that she would call me Nascar amy from now on. Well she singlehandedly moved a few cones out of place that we all had to circumvent. So maybe we should call her Conehead Sara. Let's see if that one sticks.

Backtracking a week I think my NHMS warped Macarena dance could have been due to the stark difference to my waltzing 7 days at the Glen - 3 with the PCA and 4 with the Ferrari Club of America. I so enjoy that track and the smooth flow that I couldn't make the transition properly to the NHMS venue; can you say opposite ends of the spectrum? The first three days were with the NER and I was blessed with the fairer half of our region's first couple as my instructor. Susana Weber is the calmest copilot I have ever had. I'll have what she is having. She slowed me down and fixed a couple of bad habits with grace the very first day so the other two days we were able to chat away about important matters - shopping and men. That is when I know I have the rhythm of a track ingrained. Raced back to Boston

for the two days between events to play with my bichons and do a little business then back to the Glen for the Ferrari Challenge event. They had a DE between races with real live spectators - my first ever. I had requested my previous cave man instructor Mark Starr. First run out he said what am I doing here; there is nothing to do for you and slapped a solo sticker on my car. Thank you Ms. Susana! Not so fast Mark; get back in the car I said. I did drive solo a bit, but when he was beside me between smacking my shoulder saying good girl you nailed it and pushing my right knee towards the floor (why didn't he believe me when I said I was on the floor already?) he did shave 12 seconds off my laptime. And one time in his screaming frenzy he yelled you rotated the car! Not being able to discern his good scream from bad one, I said oh I didn't mean to! I am so sorry! I won't do it again! Rotation is good I was told. Very good. That ended 7 gloriously smooth days at the Glen; can't wait to get back.

I recently joined Monticello Motor Club as a silver member. I definitely do not have the rhythm down there - which is why it thrills me so.

continued on page 35



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Calendar At A Glance

October

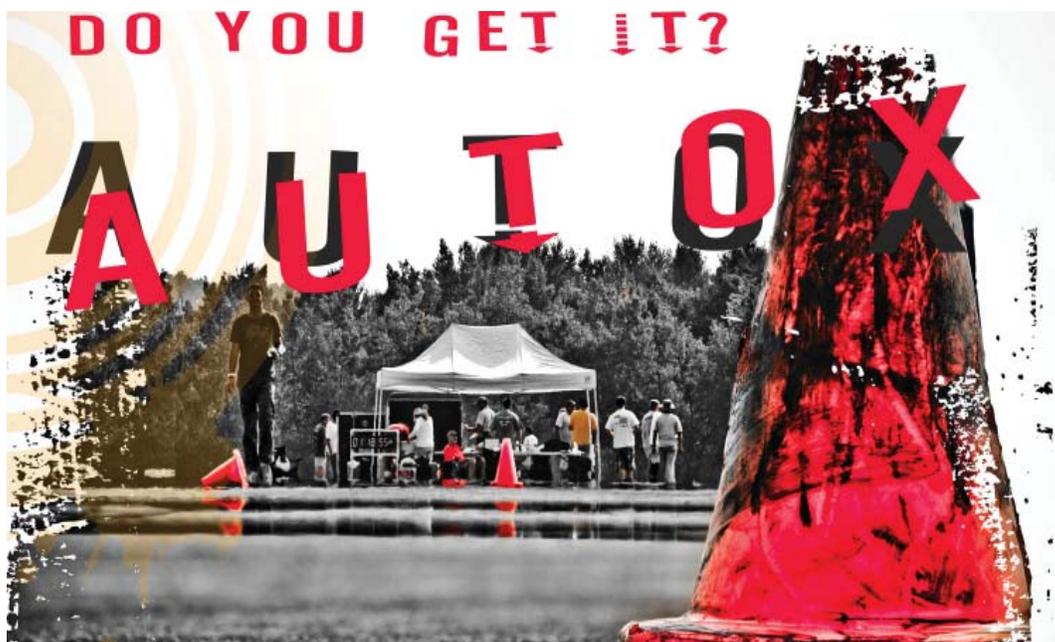
10 Heritage Auto Museum Tour
13 Board Meeting
24 NER AutoX @ Fort Devens

November

10 Board Meeting
21 Brunch at Firefly's

December

4 Annual Dinner
8 Board Meeting



The Last Hurrah! Autocross

Sunday, October 24th @ Fort Devens

The Northeast Region will be finishing its 2010 season of auto crossing on Sunday, October 24th at the Moore Airfield, a part of the former Fort Devens base.

Auto crossing is a safe and excellent introduction to motor sports as well as a fantastic way to learn and improve your on road driving skills. We are quite fortunate to have a venue like Devens. With forty to fifty corners in a mile and a quarter there is ample opportunity to learn and practice multiple aspects of high performance driving. All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of our street or race classes, created to maximize competition and let you enjoy your Porsche the way it was designed to be used. In addition to the thrill of competing with others in as many as 8 individually timed runs you will be eligible for awards. All Novices, defined as someone who has not trophied in an NER event, can vie for top honors in each of the classes. All other experienced drivers are eligible for trophies throughout the class depending on entry size. Plan to arrive in plenty of time to allow registration, tech inspection and course walkthrough before the driver's meeting, please see the schedule on the autocross web page. Also make sure you bring adequate clothing for any weather be it hot, cold or wet.

Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge. You will be required to perform a work function during the day as part of the event. The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$40 for members, \$50 for nonmembers. We look forward to seeing you at this event and if you have any question concerning the event feel free to contact Ron Mann at rjmann@yahoo.com. For registration information, contact Jon Cowen at jcowenner@gmail.com.

Directions to Fort Devens

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

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

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

Herritage Auto Museum Tour Sunday, October 10th, 9:30-5:30

Join us for a spirited drive this Fall to Cape Cod. Charlie and Martha Dow have set up a great tour to the Heritage Museum and Gardens in Sandwich MA--just over the Bourne Bridge on Cape Cod. We will start at the McDonald's rest stop on Route 95/128 South in Newton (note – this rest area is accessible from I-95 SOUTHBOUND only, just after the exit for Grove St/ Rte 16). Sign up will be at 9:30AM, first car off at 10:00. We will drive the scenic back roads thru Needham and Dover and the cranberry country of Plympton and Carver, cross the Bourne Bridge and plan for lunch at Seafood Sam's near the Coast Guard station on the Cape Cod Canal, arriving there around 12:30.

After lunch we will do a group tour of the Lilly collection of cars at the Museum and the gardens. Cost of the tour will be \$7.00 (group rate) for those who pre-register with Charlie Dow at crd968@verizon.net and show their Porsche membership card. We will collect your admission fee during lunch before we head over to the museum. Lunch of fried clams or SANDWICHES will be on your own. We are hoping that Columbus Day week-end everyone will be heading north for foliage, not south for boats, beaches and Dusenbergs. You can also contact Chris Ryan with questions. See you in October !!

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 bodicious brunch that Firefly's 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.

FROM MASS PIKE:

Take exit 11 (Route 495 North). Follow Route 495 to Exit 24A (Marlboro, Route 20). Follow Route 20 East for about 3 miles. Firefly's will be on your left.

2011 NER Board Nominating Committee Report

Amy Ambrose, Nominating Committee Chair, reports that the following individuals are being proposed as candidates for the Region's 2011 Board of Directors. All region members and affiliates are eligible to vote when ballots are mailed in early November to all members of record as of October, 2010.

President: Steve Ross
VP Activities: Bill Seymour
VP Admin: Fedele Cacia
Secretary: Joyce Brinton
Treasurer: Chris Mongeon
Membership: Ron Rappel
Newsletter Editor: Adrienne Ross

Should any region members wish to put their name in consideration for any of these positions in 2010 they should contact Amy Ambrose at msamytoyou@gmail.com or by phone at 508-497-0154.



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



THE INTERNATIONAL

Bolton, MA

December 4th, 2010

6:30 Cocktails & Hors d'oeuvres

8:00 - 11:00 Dinner, Dancing

Visit The International website at
www.theinternational.com



Reservations OPEN NOW!

Reservations

DEADLINE
NOVEMBER 25, 2010

LATE REGISTRATION
NOVEMBER 26, 2010
PRICE INCREASE

Name(s): _____

Address: _____

City / State / Zip: _____

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

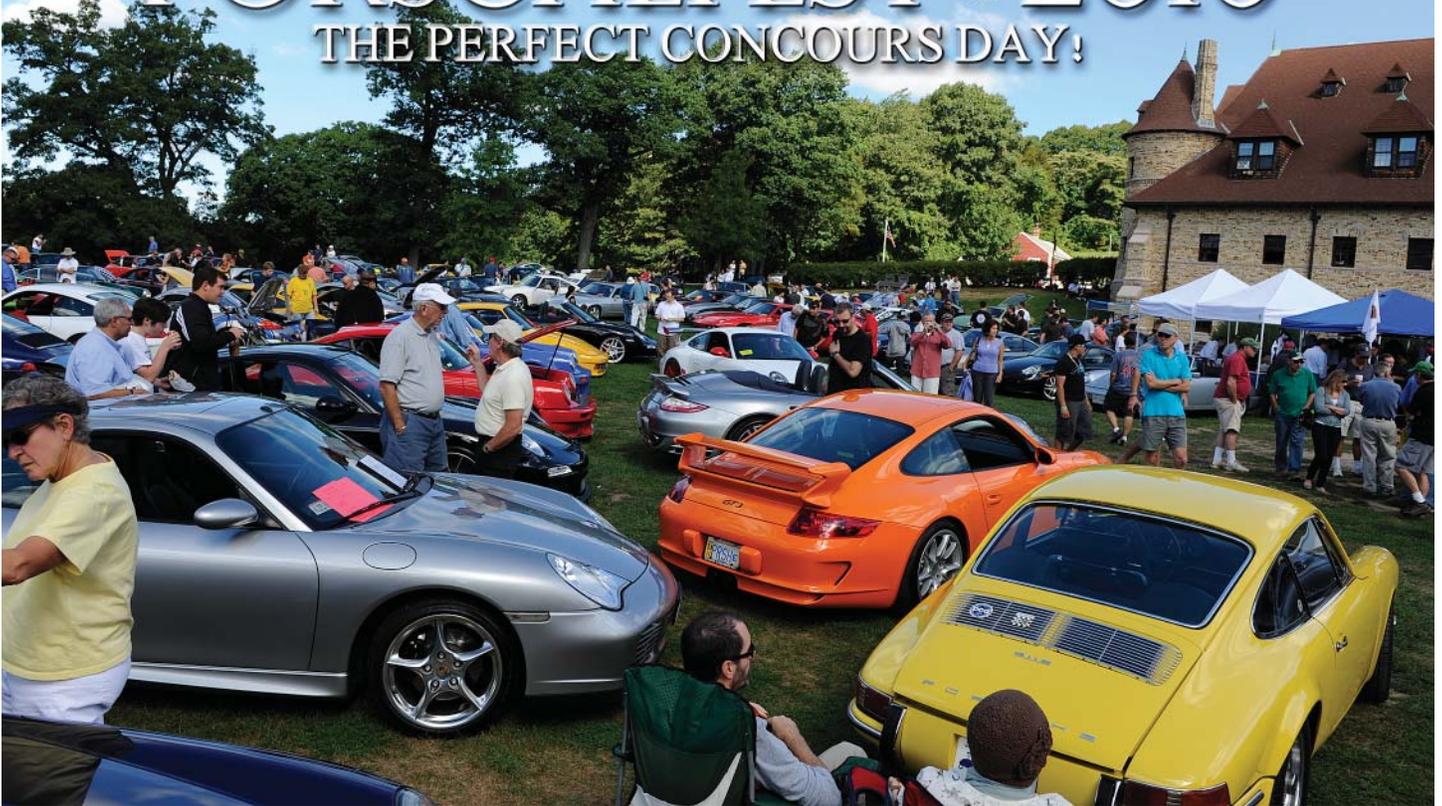
- Sirloin
- Chicken
- Haddock

Questions? Contact Chris at ryan28@charter.net



PORSCHEFEST 2010

THE PERFECT CONCOURS DAY!



Copy by Steve Ross, Photos by Adrienne Ross unless noted.

Photo/Design by Susana Weber

Two weeks before the concours this year, I e-mailed Kim Saal and lamented that the entry was very light, with only 8 pre-registrants, and he reminded me that PCA people are notoriously late in registering for events, especially the concours. Boy, was he right. By the Thursday before the Saturday event, I had almost 50 people waiting to enter. On the day of the event we got there early, around 8:00 am (Kim was returning from San Francisco that morning and would arrive at 9:00 am), and the gates opened with a flood of entrants. Included in the mass of Porsches were four cars from Auto Engineering and five more new ones from Herb Chambers' Boston store. With the help of Amy, Vannesa (a new transfer member from the U.K.) and eventually Kim, we managed to register an amazing 80 or more additional folks.

Tom Tate orchestrated his usual car placement magic, somehow fitting almost 150 Porsches on the main field, and later on the adjacent one. George Markely, although not entered, added his expertise to create classes and round up the judges needed for the large number of Full concours cars to be judged. Jen, from the museum, and her crew set about erecting the twin tents and folding tables, and the (new to the event) DJ played soothing classical music over the powerful PA system.

Shortly thereafter Dave and Susana Weber appeared, bringing with them the fantastic trophies, another unique painting by Susana, and Dave's scoring experience, plus a small goodie store assortment of useful hats and shirts.

Scattered about the field were a variety of vendors offering food, model cars and logo Porsche items. By 10:00 am the spectators had filled the field and the grass was barely visible under the mass of humanity.

Chief Judge Kim Saal gathered the Top only entrants and explained the judging procedure, as they judge each other's Porsches, then along with George they introduced the Full concours entrants to the eight judges.

Around 1:30 in the afternoon we started to present the trophies to the top finishers in the three classes, leading off with the monstrous park and wipe category (where the rear interior headliner was judged), then the Top only and Full categories, followed by Best-in-Show (presented to Don Plant's 1975 914) and the Peoples Choice best Race/Track car (to Scott James's '99 Boxster Spec racer).

Results are included in this article and on the NER website.

Full 914////Best of Show

Don Plant 1975 914 2.0 294.5*

Race/Track (Peoples Choice)

Scott James 1999 Boxster

continued from previous

Park & Wipe

Larry Lapore 98*
Gregg Bowles 98*
Steve Sheppard 95*
Bill Traut 94*
Tom Dodd 94*
Mike Palmiero 92
William Rennie 92
J. Schoenfelder 92
Bill Richards 91
Bob Brown 91
Michael Firzuik 91
Tom Campbell 90
Charlie Learoyd 90
Jeff Leeds 88
Dave Lanquin 88
Marco Cipriani 87
Mike Mello 84
Adam Graves 81
Rob Siegel 81
Jim Dowd 80
Glen McCarthy 71
Evan Tong 62
Adrienne Ross 55

Top Boxster/Cayman/914/928

Jet Set 2011 Cayman S 294*
Jet Set 2011 Boxster Spyd 289*
Rick Maser 2007 Cayman S 268*
Rich Brooks 2008 Boxster S 265*
Ron Rappell 2006 Cayman S 264
Dave Hunter 2002 Boxster S 248
Ed Tolentino 1976 914 247
A Pinatale 1999 Boxster 242
L. Fontaine 1999 Boxster 238
Bill Nienev 2011 Boxster Spyd 235
Mark Scott 1990 928 219

Top 356/911

Dick Yrikian 1010 GT3 287*
Joe Bruno 2009 911 280*
D. Doorakian 2010 911 275*
Ryan Montoya 2011 GT3RS 271*
Dick Orem 1958 356 Speeds 269*

Top Early 911

Mark Myette 2005 911 Turbo 268
Chuck Staab 2005 911 255
Joan Russo 1995 993 255
B. Sroczinski 1982 930 247
Bob O'Mera 1989 911 242
C. Underwood 1996 911 222
Mark Lapin 1970 911T 216

Full 944/928

Brian Larami 1988 944 297.5*
A. Nayeri 1990 928GT 290.5*
Marc Marson 1994 928 GTS 258.5*
Austin Soares 1987 944 277.0
Bob Britton 1979 928 266.0

Full 996/997/ Boxster/Cayman

Noah Parekh 2004 911 294.0*
F. Harstkoth 2004 996 286.0*
A. Petrovsky 2007 997 278.0*
Steve Anderson 2007 911 272.0
Paul Soares 2003 Boxster 245.0
Rich Mackaol 2006 Cayman S 25.5

Full 356

Rich Mackaol 1955 Speedster 288.5*
Bob Goldman 1963 356B 284.5

Full (64-98 911)

Dave Rossett 1972 911T 290.0*
A. Bagnanno 1971 911T 277.5*
Gary Hansen 1986 911 276.0*
Henry Fisher 1976 911 Turbo 271.5
Craig Diviano 1988 911 255.0
F. Nilsson 1997 C4S 252.5
N. Fennessey 1967 911S 252.0

* Trophy

continued on next page

continued from previous



Park and Wipe, Kim Saal (far right).



The "Full" winners, and over all most points, Don Plant (front row, 2nd right). Last year's overall winner Brian Laramee, top right.

continued from previous



Scott James, and the "People's Choice" car.



Top Boxster/Cayman
continued on next page

continued from previous



The view of the crowd.



There were some beautiful entries.



1958 Speedster.



The winning Spyder.



The judges consult.



Very nice racer.

continued from previous



Fabulous 914 (photo by Susana Weber).



Dave Weber having a good time.



Judge Justin Becker of Auto Engineering.



Bill Caterino's Boxster.



Teal 356.



Kim Saal (far left) hands out the entry forms.

NER Hits the Glen

Copy by Bruce Hauben, photos by Adrienne Ross

EDITORS NOTE: This is a continuation of Bruce's complete report on the trip to the Glen starting on Page 11.

Suffice it to say that with a lot of 'persuasion' on my part another buffet with two sides available was opened up in the big dining area as we had last year. I'm getting annoyed right now writing about it and can feel my pressure elevating. In chatting with the chef later he told me that he was as angry as I was in that it reflected badly on him and that he had not been informed of the size of our group; so much for planning properly ahead. Now why he wasn't able to initiate two-sided buffet in the bigger room when he saw the very bad situation is another question that will remain unanswered.

I'm considering the club not footing the bill next year due to the above; the buffet would be there for those wishing to pay on their own. I'd be interested in hearing from those of you who were there and your feelings on the subject. Not everyone is as put off by queues as I. bmh993@porschenet.com

Back to what did work at this event. For some time our board has been suggesting that they wanted to 'give back' to the DE program, more than we already were doing. With that in mind I rushed through the addition of embroidered long sleeve shirts for the drivers and a dinner to be held at the Lakeside Park. WGI does not allow any food or drink at the track not contracted with them.

Susana Weber was invaluable in coordinating the shirt purchase, embroidery and finally getting them to the track. Thank you Susana, and Dave, for hauling them out to the track.

In the back of my mind was a niggling idea about putting on



Thanks to our Sponsor EPE!

a dinner. We'd done that many years ago in different financial times and I'd been trying to figure out how to do it again while keeping it affordable for the club and still acceptable quality and quantity. One day that light bulb in the brain came on and, suffice it to say, we ended up with a fantastic Italian dinner prepared by Jerlando's in Watkins Glen. Many of us make it a point to eat at their restaurant at least once during each trip to WGI and have never been disappointed with the food, so I was pleasantly surprised to find their catering menu available.

Combining the beer/wine social prior to our dinner at Lakeside Park on Saturday worked out better than hoped for. John Bergen and I used our F-350s to haul the food the mile from Jerlando's to the park and set up a two-sided :-> buffet with tossed and antipasto salads, a half-dozen different salad dressings, lasagna, baked ziti (with all the Parmesan, red pepper and other condiments one may have wished for), garlic knots, and an assortment of different pizzas. Steve, Jen, Joyce and I tried out the garlic knots two nights before our big dinner to make sure we liked them and man, what's not to like with twisted pizza dough baked in garlic and butter? We loved them and they went over



Onto the front straight.



The garages, early in the morning.



Moe Auger reviews safety with the Novices.

big time at the park dinner. I think that dinner may be a keeper.

It seems like I've been writing a lot about food, guess when you get to be my age there's not much else left. Lunch, shirts, beer/wine social, dinner; these are not insignificant and are very nice additions to a wonderful weekend on the track, the main reason for a trip to The Glen, let's not forget.

I've often written of the sinkhole of time that the Track Committee members invest and it's quite substantial. Our current Chief Instructor (CI) Peter Tracy will be leaving the TC this fall after several years of dedicated service, not because he hasn't enjoyed his role, position and work but simply due to the time

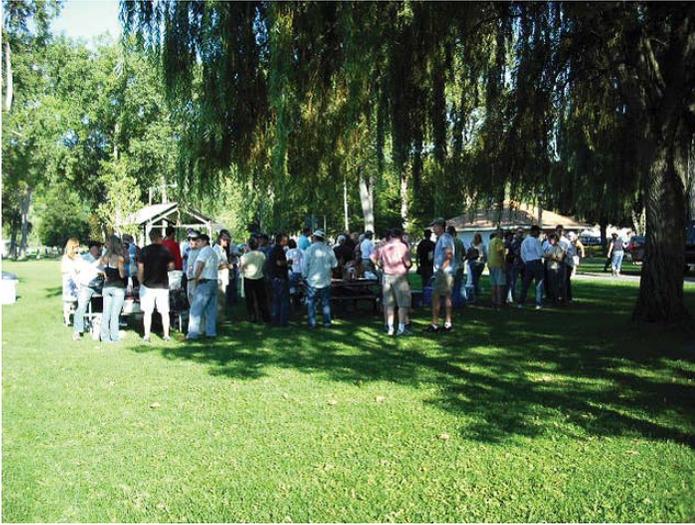
commitment involved. This is the reason Peter was not at WGI and Steve Artick and Matthew Wallis (both of whom are past CIs) stepped in and subbed for Peter. It's actually fortuitous that we had them both working, as the load would have been really tough for one person. They were both heavily involved in instructor candidate mentoring, run group advancement check out rides, and the myriad situations that keep a CI hopping during the event.

More than 25 drivers were advanced in their run group assignments, in fact the list became so long that they had to put
continued on next page



Gate 2, Watkins Glen.

continued from previous



NER's picnic in the park.

the cap on and not accept anymore advancement candidates. NER has developed a double checkout ride with checklist procedure for all advancements beyond the Yellow group, which has served us very well. Clearly it's a longer process than a single checkout ride, but it helps eliminate the 'shopping for advancement' and 'good buddy advancement' situations that move a driver when he/she is not ready. A huge thank you to Steve and Matthew for their work. And our Ops Chief, Stan Corbett, went above and beyond by handling his duties while working on his car the entire weekend and driving very little. Our Registrar, Mark Keefe, does most of his huge job before the events and then puts out the fires during the event. Moe Auger,

Novice Development, can rightly take credit for smooth running of the Green- and Yellow-group drivers during the event.

There was one other on track situation that I feel the need to mention as a caveat for all drivers. While it's something I always touch on in the drivers' meetings, it bears repeating here. One driver/car's engine let go and oil was spilled on line for a substantial distance. Very fortunately, while a few following cars were able to save their cars in spins, no other car was damaged due to the oil spill. It took 45 minutes for the WGI emergency workers to clean up the spill and get the track back to where it was drivable. There is no thought that the driver intentionally spilled oil on line for a distance, the message is to constantly be aware of your surroundings and your vehicle by monitoring your gauges and using your rear view mirrors, all of them. As soon as you are aware of a fluid spill, get off line and stop in a safe place and stay in your car with belts and harnesses tightly affixed in view of a flagging station. Save track time for your friends and do your car a favor by not running it dry of whatever fluid may be spilling.

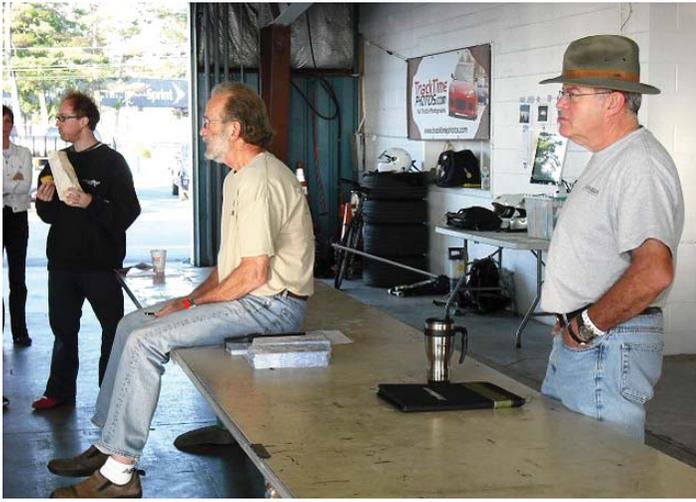
The single exception to staying in your car with belts and harnesses tightly fastened and helmet in place is fire. Get the hell out.

A rousing success overall save for a limited few. Great weather, lots of track time good food, drink and friends; that's what it's all about.



The wall down in Watkins Glen.

continued from previous



Bruce and Stan run the drivers meeting.



Pitting in.



Dave Patel at control.



The drivers meeting gathers.



Round the Carousel.

Yellow Ducks Racing Tours Watkins Glen

Copy and Photos by Susana Weber

The Rubber Ducks class is taking a field trip to the famous Watkins Glen Race Track to spend the day learning something about what “car control” is all about. After all, one day they’ll be teenage Rubber Ducks and ready to learn to drive. Who better to learn from than the best drivers they know... The Northeast Region PCA drivers and Yellow Ducks Racing Team!

Yellow Ducks Racing has picked out a beautiful yellow Cayman for their next car. They just need to talk Amy Ambrose into the scheme... hmmm.

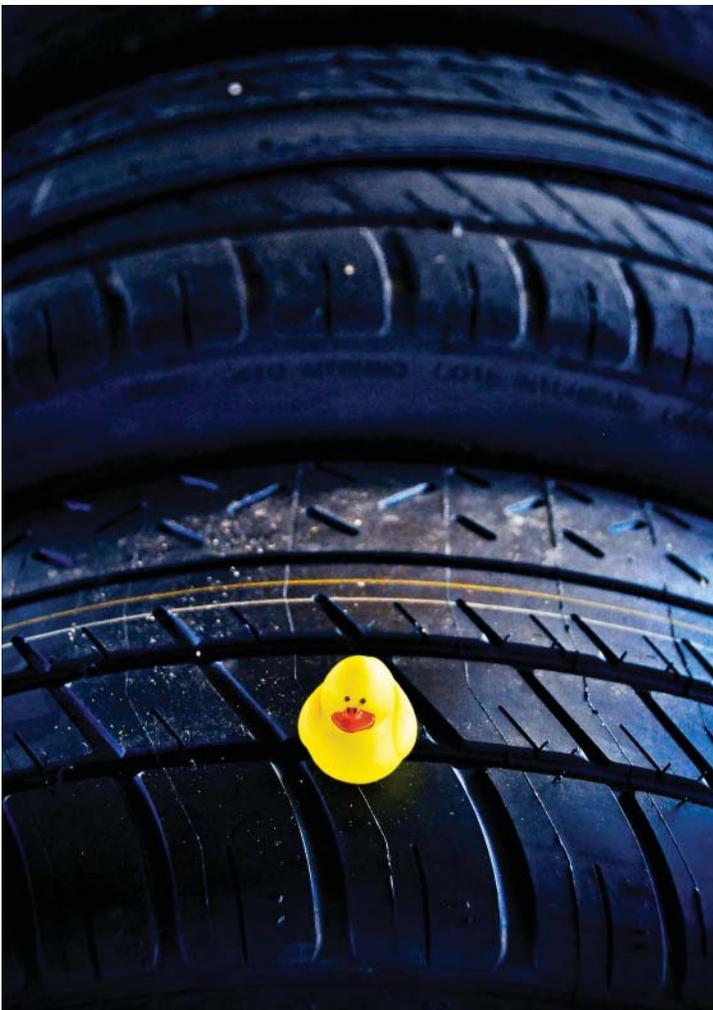
Of course, the students are all on their best behavior for the tour around the garage area. The Pit Crew from the Yellow Ducks Racing Team conducts the tour and finds out just how much of a job it will be to keep Maurice in line. Maurice is well meaning... but intensely curious and seems to be just a little out of step with the rest of the class whenever there is something he’s really interested in around. He managed



Let's get the tour started... class, stay together and pay attention!



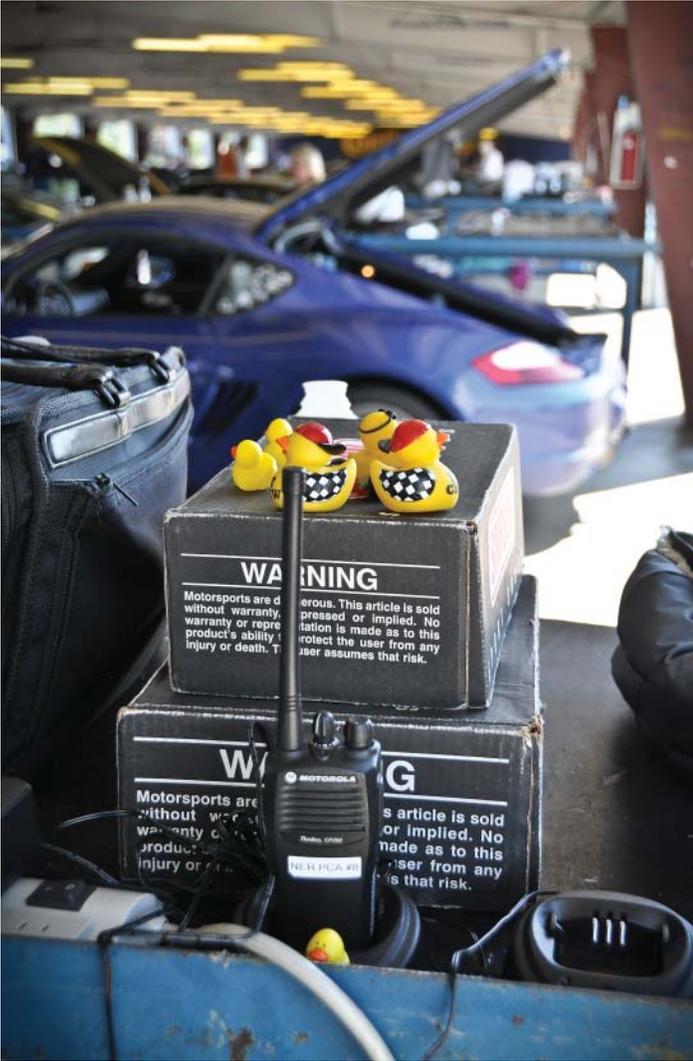
Maurice, Mr. Schafer doesn't have belts small enough!



Maurice checks tire pressures. Rubber Ducks are air pressure experts!



The Yellow Ducks Racing Team could use a suspension upgrade!



Now this is the Communications Area... wait, aren't there 3 of them? ... what happened to...



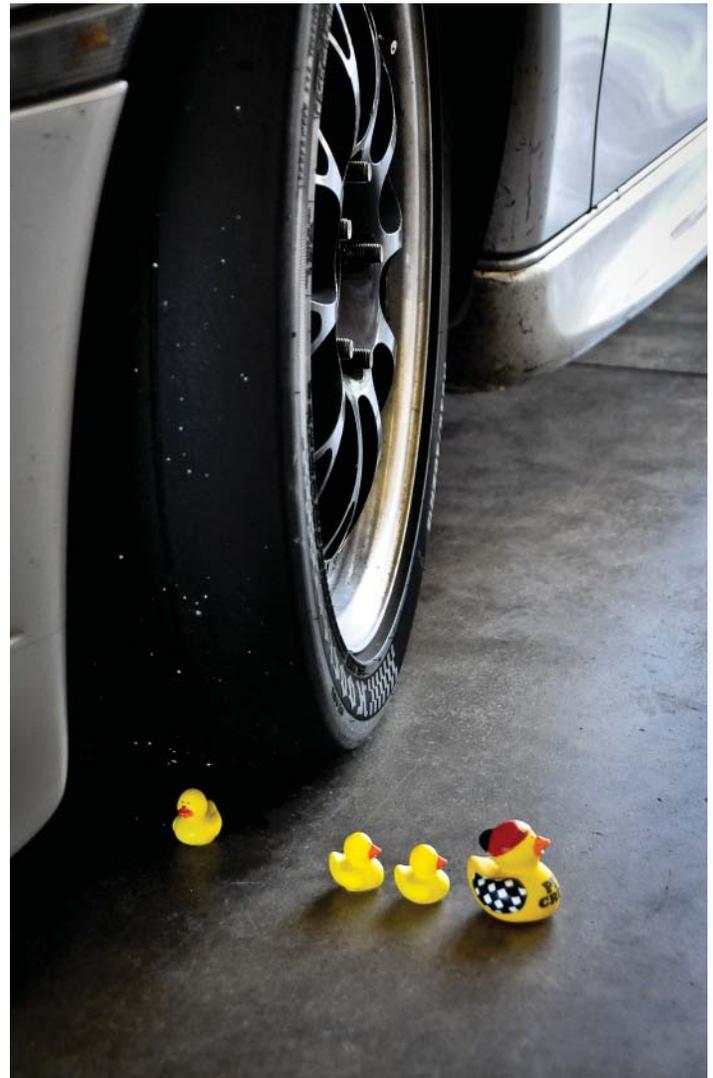
We'd like to speak to Ms Amy, please... we have a proposal...

to get lost among the tires for awhile, get separated from the group in the Communications area and almost get run over by Mr. Hauben's car!! He almost talked his way into getting a ride with Hans Peter Schafer, but the seat belts were a little too big for his shoulders... if he had shoulders.

All in all, it was an interesting and fun day for the class and Maurice made it home in one piece.

Maurice is featured on the photo sharing web site... RedBubble.com ... in the Rubber Ducks Group, hosted by Susana Weber. To get to the group, go to www.redbubble.com and search for Rubber Ducks Group.

To visit Maurice and the rest of the class at Susana's site on RedBubble, go to <http://www.redbubble.com/people/helmetheads> and click on the "Rubber Ducks" banner. They even have a new calendar! (Maurice is copyright protected and the property of Tattoo Communications 2010)



Maurice! Please keep up with the tour!!

Dylan's Great Adventure

Copy by Dylan Bergan, Photos by Adrienne Ross

Hello again, crazy readers that bother to read my columns. As probably none of you know, I was at The Glen last month. That was a lot of fun, but that is because I like watching cars. If you have kids, don't bring them here. There is absolutely nothing to do except drive, walk, take pictures, and talk to people. Not good if you have a couple of little kids. But it was all good fun for me and my dad, between jokes of the odiferous room, and the closet sized bathroom, we were busy, talking, sitting, and driving. I think the track is great, especially I found a secret pathway under the track so I could walk to the grandstand, the heel, and the toe, although the security were none to pleased of my discovery. Oh well, with a town of like, 30 people, there can't really be anything better to do but question some random teenager. All in good fun, though. One flash of my PorscheClub wristband, and the smug smiles were wiped right from there faces. Sorry if I scared you, the security guards are ok, as long as you do what you're told.

If all you do is drive, though, you'll have a great time, especially if you can sign up for a garage. Those really improve the experience. Believe me, if you have a garage, you are somebody.

Also, The Glen has good flaggers, ones that don't leave 15 minutes before the end of the last run (for those of you at LCMT).

Now I can tell you about the cars I saw (run for your life). I saw a 2010 GT3 RS in grey and red, which I thought was pretty much awesome, a trillion GT3s, a GT3 RSR, two GT3 cups, a Lotus Elise and Exige, a few BMWs, a Mini Cooper S, and the list goes on, but I'll stop kidding myself into thinking I have more to write. So, without a single shred of story left, goodbye.



Dinner in the park.



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Dylan's Dad John B. at control.



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Statement of ownership printed in the October 2010 issue of this publication. I certify that all information furnished on this form is true and complete: David L. Weber, Business Manager.

At the Drive In - A Report

Copy by Chris Ryan

On a nice August evening, a number of Porsches made their way to Mendon to enjoy a good old-fashioned drive-in movie at the MendonTwin Drive-in, built in 1953. Unfortunately, due to some promotional issues and unforeseen logistical issues of my own (preventing me from attending the event to organize an early entry), coupled with a reported projector mal-function, the event did not go off as smoothly as planned. Nevertheless, based on feedback from a couple of attendees, about 6-8 Porsche folks did show up to enjoy Will Farrel in "The Other Guys" at least it was an excuse for a night out in the old P-Car on a nice summer evening ... in fact, I'm told that those that were there when the projector broke got free passes to another showing. Based on feedback I received, reserved space for the Porsches (to be sure they can see over the other cars – the Cayenne driver had it made), with a little pre-arranged tailgating activity would probably make for a more enjoyable evening let us know and perhaps we'll try again next year

NER Raises \$720 at The Glen for AFNE

Copy by Joyce Brinton

At its August Watkins Glen and September New Hampshire Driver's Education events, NER raised an additional \$710 for NER's charity, Angel Flight, NE. Angel Flight, NE is an organization of volunteer private pilots who donate their time and their planes to provide free transportation to people in need of medical attention, bringing them to hospitals and clinics throughout the Northeast.

This brings NER's contributions for the year to almost \$6,500 and we hope to raise more funds at additional events later this year. Most of the funds at the two recent DE events were from those taking Taste of the Track rides with instructors during regular driving sessions on the track. However, in a moment of inspiration at Watkins Glen, our Track Chair, Bruce Hauben, decided to impose a \$20 "late fee" for anyone who failed to complete the at-track technical inspection during the time allotted for that purpose. Not only did this encourage folks to be prompt in getting to the "tech line", but it netted Angel Flight a few more dollars – and those making those "forced" contributions seemed happy to do so.

NER's thanks go to all those instructors who provided rides and to all its members (and their friends and family) who made contributions.

already switched out the chip (but stupidly got it set for 91 octane thinking that this was a safer way to go given that we might not always find 93 octane available in our travels and will be getting this rectified), R compound tires (which makes the biggest difference in reduction of times), a 3 point strut brace (couldn't tell you if it really has made a difference) and installing competition seats which keep me more firmly planted with little body movement on my part (think I see the course better because of it). So as I said the next logical step is to firm up the suspension. OK, I think I just talked myself into it. Plus I am determined next season to DE once again and next year's goal is to finally get to Mt Tremblant and Watkins Glen

A passing thought. Whenever I receive my issue of Panorama one of the things I do is to go to the For Sale section of the magazine as I do when I go online to check out the Nor'Easter. First thing I do is to check out what others are asking for 1984-1989 Carreras. The second thing I do is to see what is being asked for 2004 GT3's. Figure it's always good to have a goal and a GT3 is mine. One of the things that always catches my attention is when I read the words "never autocrossed, DE'd or tracked". From a buyers perspective this might be a good thing that it has never been but it makes me wonder about the individual who got this GT3 in the first place. I know I am being a bit cynical here but if ones intent was not to do the occasional DE or autocross what then was the motivation to spend over \$110k in the first place. OK I'm sure they have a good reason just that it is beyond my limited intelligence to figure it out. But then again I am sure they look very good in it. By the way an exception to this diatribe is if the individual here in question has a dedicated track car or other vehicle they just enjoy driving more for DE's and autocrosses etc. See there is always an exception to every rule. I just make it up as I go along.

of my car. My headlights for instance are in fine shape. My tail lights are blinding they're so shiny. You can eat off my brake rotors, and see yourself in my wheels. I'd proudly host a party in my rear boot, and no one loves their floor mats like I do! Really, the car looks very nice for being 10 years old, and loved well. But a real Concours, it was not prepared for. I don't know what happened. The judges came, and started combing over the whole thing! Wait a minute fellas! I thought this would be different.

Nope. It wasn't. I lost points left, right, and center. They didn't seem to care about the rotors or the floor mats. They never even looked in the boot. But I overheard I got a 10 on my tail lights. That's something right? I mean...if that's out of 10. Gosh, I hope it was out of 10! Anyway, it was almost 20% of my score...good thing they looked so good.

But the day was nice, and it seemed to go off without a hitch.

On another front the Northeast Region's 51st Annual Dinner Gala is just around the corner! This year we're planning a silent auction as part of the evening's activities to benefit Angel Flight Northeast.

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!

You can write to me if you have something you'd like to donate aross@porschenet.com.

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Ah, the Seneca Lodge. The first thing that hit Dylan as we opened the door to the room was the overpowering disinfectant smell. He quickly pointed the smell out to me, but I assured him that we'd open the windows and all would be well. I also told him that he would get used to it soon enough. I keep forgetting what a sheltered life he has led so far, although he did accompany me to the Red Roof Inn in NH one time.

The next day came quickly. I was up early to get things ready and to give Dylan a little extra time to sleep in. I also ran out to Dunkin' Donuts so that I could get some coffee and pick up some breakfast sandwiches for us. Important safety tip: don't drive a full-size pickup, with a crew cab and long bed, through the drive thru. I managed to do it to the chagrin of the guy in the drive-thru window.

Dylan and I got to the track a little later than I had wanted, but hey, it was our first day. I managed to get through the registration process and tech line without being hit for a fine even though I was a few minutes late. I was pleasantly surprised to receive a long sleeve t-shirt during the registration process. That was a nice touch, thanks to the efforts of Susana Weber.

As we settled into our space in the garage we were joined by Adrienne Ross on one side and Penn and Emily Young on the other. It was apparent that we were in good company and that Dylan would have plenty of people around to chat with while I was busy either driving or working in control. As a follow on to Mont-Tremblant, I was paired up again with Dave Patel in control. We had a lot of laughs this time with the biggest laughs coming from the track time comedy video on YouTube (<http://www.youtube.com/watch?v=b7iUKaPIB18>). We were all quoting witty quotes from the video with my personal favorite being, "I drive flat out."

Anyway, let's get on to most of the driving. The track was in great shape and my car was performing excellently. By the end of the first day I had really increased my speed around the track. I was shifting into 5th gear at the top of the esses and driving flat out by the time I hit the bus stop. This allowed me to carry more speed through the bus stop and into the outer loop on my way down to the boot.

I still felt like I was over-braking when I got to the toe of the boot. It's a mental thing where you see it is a sharp turn and you basically don't trust the law of physics to keep the car planted as you barrel around the corner. Penn came out with me one time and helped me work on my entry and exit techniques for the toe. I did, in my humble opinion, get quicker through there.

I was also working on carrying more speed through some of the other more challenging turns. The off-camber turn 9, turn 10, and the final turn before the front straight. This series of turns, if done correctly, allows for a quicker entry onto the front straight. I felt really good about how I was driving here and over the course of the three days pushed my car to its limits.

Limits are a funny thing. As a famous quote from a movie

goes, "A man's gotta know his limitations!" I am still learning mine, and I am going to be looking into some good racing courses to sign up for so I can safely learn what my limitations are. I am the kind of guy that likes to push things, and I can be a bit competitive too. So I want to make sure that I have a complete set of tools in my arsenal so I can know and handle my and my car's limitations.

The Watkins Glen event was excellent, and gave Dylan and me a chance to really bond, and for him and me to learn about what is really important in life. While we both enjoy cars and love speed, what really matters is family and friends. I have said it many times in my past columns and I will say it again: this club is great and it is because of the many great people who are involved. I feel very fortunate to have the privilege to be part of this great community, and to have made so many great friendships.

I am looking forward to next season, since the Glen was my last driving event for the year. I do hope to make it to some of the upcoming club events and to see many of my friends over the off-season so we can share stories about the events of the past and our hopes for the future.

Well that's it for now. 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!

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he went to meetings and events without a Porsche. In fact, many long-time members had never seen Bill's car and weren't even sure that he had one. He was also a POG (Potomac Owners Group) member for the last few years, but the Speedster remained a mystery to them also. I knew a few of the guys down there and called them to see if we could organize a little surprise for Bill. A couple of them organized a group to meet about a mile from the house in a local park to come over when I gave them the call.

We were returning from a luncheon honoring our 95-year-old mother and running about an hour late when I realized as we drove past the park that I had no cell phone service. I had to tell Bill that I needed to call my son in Phoenix from my cell phone and he would have to go back to the park where the signal was stronger. He turned around without a protest and drove down the path to the park. As he rounded the final bend a group of 356 Porsches came into view and he recognized a few of the guys. I jumped out to explain the phone problem and then we caravanned back to the house.

With the driveway filled with old Porsches and glasses filled with champagne we threw open the garage door for all to see. In short order the key was turned and the engine fired up as everyone cheered. It was a great reception for a car that had spent more than half its life in the garage. Unlike a car show, everyone was there to see only one car, the Speedster. Bill began to explain to those gathered the process that he had gone through and the work he had done. He was the expert and now knew every nut and bolt on that car. From removing gas tanks to installing carpet he could describe it all, he had done it himself. Everyone marveled at the final result and they were now sure that Bill actually had one of those tubs, they had seen it.

The first ride occurred the following day, as we needed to install the windshield and didn't want to try it after a few glasses of champagne. With only a gallon of gas in the tank a run to the gas station looked like a good idea on Sunday morning so off we went. The car idled fine but didn't seem to run very smooth. Bill asked if I wanted to drive it back from the station and when I got behind the wheel I knew there was an engine problem. No power. Bill said that it seemed a little slow but since it had been over 30 years since he had been behind the wheel he wasn't sure if it was normal or not. It seemed to be running on three cylinders which was confirmed when we got home and began to look for the problem. If an engine isn't running on all cylinders the way to find the bad one is to pull the plug wires off one at a time while it's running until one doesn't make it worse. That's the bad one. Sure enough, the first wire I pulled didn't change anything; cylinder number 4 was dead. We took out the plug and fired the engine, the plug sparked just fine. That eliminated the distributor, the plug wires and the spark plug itself as a source of the trouble. The only other thing an engine needs to run is gas and a look down the carb showed that there was gas going in. Except that there was no evidence of gas on the

plug, it was clean as new. Next we pulled the valve cover and I watched as Bill turned the engine over a full cycle. The intake valve on number 4 was not moving. I removed the rocker arm and pulled out the pushrod, it was bent. The intake valve had seized in the valve guide from sitting and had bent the pushrod. I hit the valve with a hammer to free it up and straightened the pushrod using the same hammer and the cement floor. Everything went back in easily and the car started right up and ran with full power, Bill was amazed, his old Speedster was truly back. Bent pushrods are like bent nails, they will only stay straight for a while and after a mile or so number 4 cylinder said goodbye again. Later we got another pushrod as a gift from one of the guys who were there Saturday, and the engine has been strong ever since. I asked Bill if the car had run poorly four years before when we took that last ride as I hadn't driven it and he said that it had. I asked him how long the engine had been sitting before that drive and the reply was 33 years. My guess is that the valve had been stuck all those years just waiting for attention. It sure is getting a lot of attention now.

continued on page 38



Photo by Tom Tate



Photo by Tom Tate

Torqued Up- continued from page 12

I enjoy a challenge as well as a daunting goal - both of which that track offers. There are a few events which I will attend next month there so I will report back with the inside track. In the meantime, as always compliments and praise are welcomed at missamytoyou@gmail.com. Complaints will summarily be deleted of course.



There I am out in front; I did an exquisite job making sure the Ferraris didn't drive too fast. Photo by Leslie Stormes; Ferrari New England

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New Members

August New Members

Rob Ames
West Newton MA
2005 Boxster

Philip Beaudoin
P Meadow
Milton MA
1986 911

Arthur Bryant
Elissa Bryant
Waltham MA
1986 911

Lynn Cannon
Norwell MA
1996 911

Rob Carlson
Weston MA
1986 951

Chris Carter
Dudley MA
2005 Carrera S

Marco Cipriani
Chelsea MA
1984 944

Al Clemens
Weston MA
1989 Carrera

Eric Cooper
Boston MA
2006 Cayenne S

John Dewar
Lynne Abensohn
Newton MA
2010 911

Ari Dinapoli
Nooshin Fazeli
Natick MA
2009 Cayman
Douglas Dooley

Suzanne Robitaille
Dracut MA
2011 Boxster

Lauren Farrell
Braintree MA
1986 944

Steven Gaglione
Carolina Gaglione
Cranston RI
2011 911

Jim Haas
Barrington RI
1957 356A

Chris Hill
Samantha Hill
North Chelmsford MA
1991 944S2

Brian Iacaponi
Acushnet MA
2004 Carrera

John Littlechild
Boston MA
2010 GT3RS

Raj Mahey
Sue Panesar
Acton MA
2010 Carrera 4S

Jeff Miller
Wayland MA
2003 C4S

Paul Murray
Winchester MA
2010 Carrera

Russ Sabanek
Wolfeboro NH
2010 Panamera T

Greg Smith
Shrewsbury MA
2003 911
Mike Troddyn

Worcester MA
2005 911

Transfers in

Ruis, Dennis A.
Whitinsville, MA
Transfer from:
Milwaukee (MIL)
2003 Boxster

September New Members

Steve Cote
Warwick RI
1987 944

Bob Decelles
Canton MA
1985 911

Bob Dube
Marblehead MA
2004 911 Carrerera

Adam Fayne
Debbie Fayne
South Easton MA
2010 911

George Ganzenmuller
Holliston MA
2003 911

Roger Haynes
Milton MA
2011 987 720

Douglas Kim
Boston MA
2002 Carrera 4

Michael Lesburg
Boston MA
2002 Carrera

Daryl Mahoney
Palm City FL
1990 928 S4

John McCarthy
Martha McCarthy
Palm Coast FL
2009 911

Jen McDougall
Gerry McDougall
Hopkinton MA
1990 911

Scott Mclver
Sudbury MA
1999 C2

Henry Michie
West Boylston MA
2010 997.2 4s

David Miller
Jessica Miller
East Greenwich RI
1998 Boxster

Ron Mistretta
Brookline MA
2001 Boxster

Jon Moulton
Melinda Moulton
North Reading MA
2006 997 C2S

Pavel Murnikov
Groton MA
2008 997

Chris Nicholson
Falmouth MA
1997 993 C2S

Jason Paul
Joe Paul
Hopkinton MA
2010 Cayman

Paul Shea
Shirley Shea
Framingham MA
1992 911 Carrer

Brian Snay
Boylston MA
2008 911 S

Barry Solar
Judith Solar
Boston MA
2009 911

William Union
Worcester MA
1988 911

Evan White
Needham MA
2003 911 Turbo

Transfers in

Begley, Joseph T.
Cambridge, MA
Transfer from: Blue Ridge (BRI)
1984 911 Red

Larson, Iver N.
Waltham, MA
Transfer from:
Metropolitan New York (MNY)
2006 Cayman S GT Silver

Lieberman, Wayne R.
Boxford, MA
Transfer from: Hill Country
(HCT)
2008 Cayenne

Loren, Noah Z.
Waban, MA
Transfer from:
Rally Sport (RSP)
1982 924

MacNaught, George P.
Southborough, MA
Transfer from: Potomac (POT)
2004 C4S Artic Silver

Pickett, Michael P.
Barrington, RI
Transfer from: Connecticut
Valley (CTV)
1982 911 Speed Yellow

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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

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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

1989 Porsche 944S2 Coupe, blk/blk leather, very good condition, well maintained, 99,500 miles, sunroof, power seats, interior is in great condition, no rips or tears. Clutch replaced & camshaft/timing belts with water pump replaced at 99K. Second owner, service records since 2000, never tracked. \$6,000 Dennis Lonergan, 781-223-5370, email dlonergan@gmail.com

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

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

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

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

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

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

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

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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Four Speeds- continued from page 34

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This Speedster is really doing a great job for everyone. Its first public showing was last week at a Reston, VA shopping center with the POG crowd. As everyone was inspecting the cars, a

man came up and asked Bill if he was related to a Tom Tate. Bill said that was his brother and the fellow said that his name was Bob Fink, my roommate at Univ. of MD back in the '60s. I had lost track of Bob in '67 when I left the DC area. Leave it to 83946 to get us back together. That car is going to have a great life. KTF

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