

PORSCHEFEST 2010

2010 Annual Dinner Gala
Polo & Porsches @ Myopia

THE NOR'EASTER

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On the Edge

Adrienne Ross



Oh dear, I'm quite late with my column this month. I hope our dragon lady editor won't be too upset; she can be kind of a bi... oh, wait... (cough), right.

Happy September everyone! I know a lot of New Englanders live for the fall. The crisp air, the crunching leaves, pumpkins and apple cider, the kids going back to school, or off to school — how idyllic.

It's so not for me...

I'm a real summertime kind of girl. It's my favorite season. I love big green leaves, freshly cut grass, evening baseball games, early morning walks with that summer air smell, and big midnight ground-shaking thunderstorms. Plus my new summer passion, of course... Driver Ed. Oh how I will miss that!

I realize there are a few months of the driving season left, but I can feel the panic. Are you going to the Glen? Will you be in NH in October? Let's drive, drive, drive! Quick, before football season starts! Oh how I dread that! I can see my

I'm surprised I didn't crush my steering wheel with my bare hands, I was so tense. Oh man! This was not the way I wanted this to go!

little car cover hanging in the garage and I think, "NOOOOO!!! You can't have her back!"

Then, comes winter. Trust me, you'll hear about how I feel about winter. I'll try to keep a civil finger on my keyboard.

I know, I know! People say, "If you hate the winter so much Adrienne, why don't you move to warmer climes?" And the answer? Well, I didn't know it see, but apparently the job of NER editor is a 25-year position! So, it seems I am stuck with winter, and y'all are stuck with me. :)

But I'm not here to complain. I still get to drive for a couple more months, and I went to another DE. I just know you're all dying to hear about it, so here it goes.

I went up to play with NCR for their two days at NHMS. It's the track I first drove on, and so it's got a special little place in my heart. Plus, when I close my eyes I can still drive it in my head, so I thought it would go pretty well; and it did!

My instructor John Dunkle did everything a good instructor should do. He sent me a very nice introductory email, and asked me about

my goals. When I arrived early Monday morning, he came and found me, even before I could get through tech. I have to say, for a quasi-newbie, this was very reassuring. I went to the drivers meeting, usually quite informative and entertaining. Steve Gratton always does a great job. I kinda look forward to those meetings. First of all, because it means I'm going to be on a track in less than an hour, and second, because I glean a little more out of them each time.

John found me at my run time, and we packed into my Boxster, and headed for staging. I hadn't been nervous up until then, but I got to staging and my stomach was suddenly full of little butterflies. I understand this is pretty normal, so I tried to let it go and focus.

Tension on the track is not really your friend. My instructor from May had tried desperately to instill that into me, and I couldn't hear it then, probably because May was my first time on a track and, needless to say, I was not relaxed.

This time I was determined to relax a little, to try to retroactively listen to that advice that I so desperately wanted to employ, because I knew it was key. Not only to being smooth, and not making your instructor physically ill, but to really engage with the track. It should flow, and be natural. At least,

that's what I wanted it to be.

So out I went with John, and I over-managed the #\$% out of my car. Forget relaxed! I'm surprised I didn't crush my steering wheel with my bare hands, I was so tense. Oh man! This was not the way I wanted this to go!

"Pit." John advised. "I'm going to show you."

So in I came. One over-managed lap in, and my instructor wanted me out. Deep breaths Adrienne, deep breaths.

John got in, and off we went, and the light bulb lit almost blindingly brightly. Ohhhhhhhh!!! Yes, I see! When you go through the bowl it's one turn of the steering wheel, not 35 flicks. Brake once into turn 9; turn once through and, if you do it right, that will carry you right into the next corner. (I promise you turn 9 past the tree house for me had at least 45 things going on turn, brake, turn, gas, flick, brake, turn... Know what I mean? Over-managed!)

We went around again. One-turn Charlie lighting up synapses in my brain for every corner. We

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Around The Cones

Steve Ross



For a change, this month is rather quiet with the Concours at Larz Anderson Park Museum of Transportation on the 11th and our final DE event at NHMS on the 9th. As mentioned last month, our nomination committee headed by outgoing Activities VP Amy Ambrose is compiling candidates for the positions that will be open in 2011. As of now we have one candidate each for Activities VP and Membership and a possibility for the Admin. VP position. Should you know of someone who would be interested in running for office please contact Amy ASAP; a contest would be a refreshing change as there has not been one in the 30 years I have been a member of PCA.

As many of you know, technology has helped us all in many ways and the Northeast Region has benefited from the e-mail blasts that our membership chair sends utilizing the e-mail database that PCA National holds. We try to time them for the week before the event, except for DE events, which usually need a longer lead-time. The response has been very gratifying; an ex-

Should you know of someone who would be interested in running for office please contact Amy asap...

ample is the autocross program, which recorded exceptional numbers of walk-ons for the first two events of the year. Even the DE folks have utilized it to find instructors at the last minute when they are shorthanded. If you do not get these and want to be included, make sure PCA National has your e-mail address.

This month I will take a break from my car model stories of the last few months to rerun an article I wrote a number of years ago on getting your car serviced at dealers and Porsche independents. PCNA and the club have been very interested in providing all members with benefits including discounts on parts via coupons (a recent one just expired), asking regions to promote a dialogue with the local dealers to better serve the membership, promote events with ties to the dealers, such as starting rallies or tours there, and hold meetings or open house events. Look for some of these programs next year.

As we all know your Porsche, as well as any automobile you own, needs service. These days

routine service is needed far less than years ago. The day of the 3000-mile oil and filter change is long gone, as is the lubing of suspension parts. Believe it or not Porsche is now recommending 20,000 miles or two years between oil changes. A word of warning: this is for normal street-driven Porsches; if you participate in DE or autocross events, a more frequent change is highly recommended. To be educated on the service needs beyond oil changes check your owner's manual and see what needs to be changed and checked. You will find that many of the items to be checked may necessitate bringing the car to a repair facility, but some can be performed by most anyone with a rudimentary knowledge of cars. Now to the big debate as to whether to visit the local dealer or your friendly Independent. Here in the Northeast Region we have an ample supply of both. Dealers are the only ones that can do warranty work, but they also provide service needs, and of course are a convenient source of parts and accessories. Many folks feel, rightly or

not, that dealer prices are too high and that the people they deal with at the dealers do not appreciate their fondness for the marque. True, you do not speak with the person fixing your car at the dealer as you do at the independent shop, but the dealer network does offer some benefits to weigh against

that. Examples are a 2-year unlimited warranty on parts, current training on Porsches, and, for tough problem cars, the assistance of special technical experts who are both on call/e-mail and can be requested by the dealer to help fix your Porsche in person.

On the other hand, the independents usually work exclusively on Porsches of all years and models, while the dealer expertise often does not go very far beyond the warranty period (4-6 years). As mentioned before, you can speak to the tech directly and many times they can show you what will be done, either on your car or one in the shop. As with dealers, some shops offer discounts on parts. They can also acquire hard-to-find parts from myriad aftermarket suppliers, whereas the dealer is obligated to procure them from Porsche. Contrary to popular belief, independents do not have vastly lower hourly labor rates, and in some cases charge higher rates than dealers. Another misconception is that deal-

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Four Speeds & Drum Brakes

Tom Tate



I'm really into four speeds and drum brakes this month, as the assembly process on the Puddle Jumper continues. The '57 sunroof coupe came back last month from the paint shop and I have been chipping away at the work each night after dinner. It's amazing how much you can get done in a couple of hours when there are no interruptions.

There is a TV hanging in the corner of the garage, but this time of year there isn't anything on that is as interesting as an old car, at least not to me.

I have been taking the suspension apart for cleaning since that is the only part that has not been touched. It didn't make sense to do that before the car was painted because even the most careful painter is going to get dust and overspray on the brake backing plates, trailing arms and all the other pieces that help this tub stick to the road.

The rear trailing arms went off to the powder-coater along with some other pieces that I

were two separate, independent brake circuits. It was usually set up with the front brakes on one circuit and the rears on the other. Some manufacturers, such as Audi, designed their systems with the right front and the left rear on one circuit and the left front and the right rear on the other. It was marketed as a dual diagonal braking system. If there was a failure in the system a driver would still be left with some braking ability but he would definitely know that he had a problem. This was back when nearly all American cars had drum brakes and needed all the help that they could get.

The master cylinder that I installed bolted in place of the original with no modification needed. It was a couple of inches longer but there was plenty of room available. There was however, a need for a fluid reservoir that had two separate chambers so the each circuit had its own supply. The reservoir supplied was easily bolted to a bracket that I made that bolted to the front firewall with a couple of carriage bolts. I

used those because I didn't want the heads to show even if they were under the floorboards. It also made assembly easier since I couldn't be inside the car holding the bolt while I was under the car tightening the nut. With a small file to change the drilled

hole to a square opening the bolt was held firmly in place. I love it when things work out the way I pictured them in my head.

The flaring tool that my brother Bill sent took a few practice tries before I was happy with the results. I really needed to be good at this exercise before I started, as the brake line that went to the rear of the car would have to be cut and flared up near the master cylinder after it was installed in the tunnel. That meant that I would be lying on my back looking up at the bottom of the car to do this job. That's a lot different than standing at a workbench with that flaring tool in a vice. This is the brake system after all and it's important to get it right the first time.

A local auto supply provided short lengths for only a few dollars and the front brakes were done. Well almost done, as one installed line was a little closer than I wanted when the steering damper (like a small shock absorber) was put in place. It was easy to disconnect the line, bend it a

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It turns out the every bearing ever made, going back 100 years, has numbers stamped on it... With that number and an order slip the correct part can appear in about a week.

missed on the last go-round. While they were off, I replaced the steel brake line that goes down the center tunnel. My brother had just done the same job on his Speedster and had bought a flaring tool that made cutting brake lines the right length very easy.

I had replaced the master cylinder with a new dual-circuit unit, and really enjoyed making a small tray to mount the brake fluid reservoir on. That got installed under a removable panel in the front compartment so that I'm the only one that knows it's there. Fifty-three years ago when this car was built, brake systems used a single hydraulic circuit, which meant that if a single brake line broke, got cut, or just started to leak, the entire brake system failed.

In the late '60s, with it's new found power, the Federal Dept. of Transportation established standards for brake systems on cars sold in the U.S. That standard required that all cars be equipped with dual brake circuits. With a single master cylinder cast with two separate chambers there

Flat Sixer

John Bergen



This month's column is not going to be very interesting for the majority of you. It seems that my life has become very boring since I began working down in Westport, CT. Now all I do is work. My days blur together as I attend meeting after meeting, and when I am not in meetings I am trying to keep up with the barrage of e-mails that is unrelenting.

I actually read my e-mail shortly after I get up, all throughout the day, and then at night as I am trying to wind down. I am amazed at how many people are e-mailing at all hours of the day. Don't these people sleep? Obviously not, as I fear I have fallen into a secret vampire cult whose members require no sleep. Kind of like the Twilight series. Of course, I have no proof that these people are vampires, just some strong suspicions.

The other stinky, a family friendly adjective, thing about Westport is the drive to and from Walpole. I can understand that the drive home Friday night might be challenging due to rush hour traffic, but the drive down used to okay. By

I fear I fallen into a secret vampire cult whose members require no sleep. Kind of like the Twilight series.

"okay" I'll say that I could make the trip from Walpole to Stamford in about two and a half hours. That in my mind isn't too bad. Lately, however, with the summer vacations and people from Southwestern Connecticut flocking to and from the Cape, the drive down has been horrendous. I have had drives lasting four-plus hours. Ouch!

Things have gotten so bad that I am now thinking about finding a place closer to Massachusetts so I can shorten my drive down on Sunday nights. There is nothing worse than getting stressed out and tired during a drive, then getting to where you are going and being so keyed up that you can't sleep. It makes for a tough Monday morning sometimes. I usually work out Mondays, Wednesdays and Fridays before work. To do this I get up at 4:30 in order to have a quality workout. Not sleeping well or getting to bed late doesn't help.

Anyway, I'll try and keep my complaining to a minimum. I have been taking the Green Machine down which has been fun. The fact that the air conditioning isn't working hasn't prevented me

from driving it. I just keep the windows open and drive fast! Brilliant!

A huge plus in all this gloom with working in Westport is that I am a short ride from my parents. I am fortunate enough to have been able to get down to their house, more than a few times, to see them and my brothers. This has been a good way for me to break up my work week and to win some points with my Mom. Bonus!

Of course being away from Dot and the boys has been tough. A lot goes on during the week that I miss out on. The boys are doing really well in their Karate, and are both on track to get their Black Belts sometime in the next six months or so. Dot has also begun taking Adult Karate classes and is on her way too. She can pretty easily kick my butt now so I have to be very careful about what I say and do.

The other thing that has been going through a lot of changes is our puppy, Scooter. This little guy, who more than doubled his weight in two weeks and is well on his way to being fifty-plus pounds, is a ball of energy. I did not win any points in my purchase of Scooter. Although he has been getting better, from an obedience point of view, and I think that Dot is slowly warming to him. Scooter now sleeps through the night, and he is into a regular routine that seems to be working for everyone. He is also comfortable with hanging out in his crate if we need to leave him alone for a while, or if we have people over and need to confine him.

Scooter still doesn't have free reign of the house. He is confined to the kitchen where someone can keep an eye on him, as he is still a puppy. I would hate to tempt him with anything interesting that he could sink his teeth into, and for him (or any Airedale puppy) that is pretty much everything and anything. I am looking forward to the days when he is a bit older and I can take him with me to the track. That will most likely be in a year or two.

Speaking of tracks, I am getting ready for the upcoming trip to The Glen. I have been pretty busy on the weekends, and coordinating getting my car to EPE so that Jerry can inspect it has been a challenge. I am also making lists and checking them twice — wait a minute it's not Christmas yet! Ha, I am just too funny. Anyway, I am making lists so I can be as efficient as possible with my limited time on the weekends. It's not good to

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Minutes Of The Board

Joyce Brinton – August 16th, 2010 NER Board Meeting



The Board met at the Hauben/Brinton residence in Littleton MA. The group convened at 6:30 pm on Monday, August 16th, for dinner, followed by desert of ice cream and freshly baked chocolate chip cookies. The business meeting convened at around 7:45 pm.

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

Chris Mongeon provided the Treasurer's report which once again showed that the club was on good financial footing. The DE program is continuing to produce net income which is then available to support the club's other activities. The report was approved by the Board.

Administration: Chris Ryan reported that some 30 cars showed up for the Myopia Polo Club event. Angel Flight representatives were present and had an information table; they were delighted that they received donations from members of the Myopia Polo Club. Adrienne Ross won the picnic contest with a picnic color coordinated with her Porsche and her nail polish. Everyone had a good time socializing and watching the polo match.

There was discussion about the possibility of a tech session in September to teach people some simple car repairs such as changing brake pads. If this can be arranged, an email blast will be sent to everyone with the details.

October will be a fall tour organized by Charlie and Martha Dow. The route is yet to be determined, but details will be posted on the website and/or notice will be provided by email.

In November we might have a trip to one of the car museums on the south shore. Information should be in the October newsletter.

Arrangements for the Annual Dinner on December 4th are complete.

Nor'Easter assignments were circulated via email. Adrienne reminded everyone that due to the late date for the Board meeting, some deadlines were extended.

Steve Ross reported that he has signed the contract with the on-line company who will service the Goodie Store. Registrations for the Concours are running behind past years, but Steve has been assured that a large number of 944s are planning to participate and there are always lots of cars that show up without preregistering. Amy Ambrose is Chairing the Nomination Committee –

Jill Masserian and Karen Cohen are serving on the committee. They have identified some potential candidates for the vacant Board slots but are still exploring others. Nominees will be announced at the next Board meeting and in the October newsletter. Feel free to contact any of the committee members if you are interested in serving on the Board.

There was considerable discussion of Bruce Hauben's Track Program report and various proposals to provide reimbursement to at least some Track Committee members for some of their expenses incurred attending the three away track events. That discussion will continue via email and at the next Board meeting. Bruce confirmed to the Board that he will be stepping down as Track Chair after the 2011 track season and thus a search for a new Track Chair needs to be underway. The Board hopes that providing some expense reimbursement for critical Track Committee members will not only make retention easier, but will also aid in recruiting new Track Committee members.

The next Board meeting will be at 6:30 pm on Tuesday, September 7th at the Cohens.

Meeting adjourned at 9:24 pm.

Double Clutching

Bob Canter



Well after a month's absence here I am back again. I first want to thank all you readers who wrote in to the publisher concerned that my articles would no longer grace the pages of this magazine. It was heartwarming to learn that for many of you this past month was not complete without the opportunity to read my prose yet again. Those of you who wrote in suggesting my nomination for a Pulitzer award or that the NER PCA board should consider making me the first compensated contributor to the Nor'Easter are warmly appreciated and I am sure the NER board, hearing your public outcry, will move quickly to institute your wishes.

This past month has been quite eventful. It first began with my move to Salem Ma. Having lived my entire life on the South Shore one would think it should not be that big of a deal moving to the North Shore. Of course I went to my doctor prior to the move to get all the required shots and immunizations required when moving to a foreign land and after researching if the water was safe

Of course I went to my doctor prior to the move to get all the required shots and immunizations required when moving to a foreign land...

to drink (turns out boiling the water is optional) we watched as the movers loaded up the truck, said our goodbyes to the old homestead and preceded to make our way across the Mystic River Bridge. There must be some practical reason why if you are leaving Boston it is a free trip across the bridge but if you are coming from the North Shore into Boston you are charged a toll to enter. One can only rationally think that this is intentionally done to dissuade North Shore residents from coming into Boston as there is no such impediment for residents of the South Shore. Now that we are pretty much all settled into our new home in Salem and exploring the surrounding area I guess I will have to admit how much in the short time we have been here we have come to enjoy it. OK, so maybe before too long I will start thinking of myself as being from the North Shore and I will then have some comments to make about those people from you know where....the South Shore.

As to my participation in this year's Autocross

events held by both NER and NCR it truly has been a season of Yin and Yang. What has been most interesting to me has been the differences in the course design utilized by the two clubs. NER, with course design primarily handled by Ron Mann, the courses have been a mixture of speed and car positioning. By this I mean that the line you take is critical to maximizing the speed you can achieve as there is not a preponderance of obstacles and cones throughout the course to maneuver in and around but where they exist there definitely is a right way and a wrong way to approach them and what has separated the good from the extraordinarily good drivers has been that mastery. The NCR courses primarily designed by Stephen Lefebvre, of the "I know Scruffy fame", have been, in my estimation, more technically oriented by way of a considerable number of slaloms, clam shells, and Chicago Boxes etc dispersed throughout the course. Speed here is not as critical as just plain car control. Penalties for knocked down cones and off-courses have been frequent. With one event left for each club this season I would highly recommend you make the time to attend both. Each will challenge you in a different way yet you'll have a blast at both. On a side note I want to start the rumor that Tom Tate is sorely missed in the 914 class and next year should forgo racing in the 911 class

(3R).

It has become that time when the current lease that I have on my 2008 Infiniti G-35 is coming to an end and I have been giving thought to what I might look at next. Now I should explain that the last four cars have all been Infiniti's because in the end it has been where I have gotten the best deal relative to the types of cars I have been interested in which have included the likes of BMW 3 series, Audi A4 etc. I made the mistake a few months back when looking at used cars with my son of suggesting a Black 1999 VW Beetle, which in my estimation was pretty sharp with sport wheels, wide tires and an appearance group which made it look like the turbo version. My son quickly rejected it because he said a Beetle was a "chick car" and if he ever drove it to work where he valets cars he would be made fun of. Seeking a second opinion I went to my daughters who quickly confirmed the "chick car" moniker and supported their brother in that he could never be

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Upshifting

Bruce Hauben



It seems to be the time of year for desk clearing and drawer cleaning. Every year the Ramble generates a lot of papers, reports and lists, left over drink and meal tickets, and some Ramble pins. I can't think of many worse things than not having enough Ramble pins for all attending. While I do must best at gauging the number we'll need by registrations up to the date when Susana has to place the order, there is always a fudge factor to ensure that we'll have enough.

That clearly leads us to the supply of excess pins in my desk drawer, which are not doing anyone any good in the recesses of that drawer. Don't worry about their condition as they're still encased in their little sealed plastic bags.

Hopefully Adrienne has been able to deal with the amateur pictures I took of these pins and you can see what we're talking about if you missed any of the Rambles. Maybe you'd like to add some to your pin collection, or have a few extra for other hats or jackets other than your primary pin-bearing ones.

Maybe you'd like to add some to your pin collection or have a few extra for other hats or jackets...

Trying to find them good homes... hell, I don't care what you do with them, the price will be \$6 for 1; \$10 for 2; \$14 for 3; \$17 for 4; \$20 for 5; plus \$3 for shipping, regardless of quantity. I have a few from '06, a moderate quantity from '07 & '08, and a large number from '10. Send me an e-mail with what you'd like to buy and I'll let you know what's still available (first come, first served) and where to send the check — bmh993@porschenet.com.

On the subject of Rambles, don't forget that our 2011 edition will take place April 29th–31st at The Equinox Resort and Spa in Manchester Village, VT. It's not too early to put that in your calendars and remember to register early in January to be assured a room.



The 2010 pin (Bruce Hauben)



The 2008 pin (Bruce Hauben)



The 2007 pin (Bruce Hauben)

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Torqued Up

Amy Ambrose



How many Os are in the word smooth? “Unlimited” I yelled back at my instructor Mark Starr to the question he lobbed at me the moment we jumped into my car at Lime Rock Park. “Good answer” he volleyed back. So began my day at the historic LRP and once again I found myself in the midst of the Ferrari New England crowd. Lime Rock was where the idea of track driving first bloomed in my head and is and probably always will be my first love of tracks. Both days we were blessed with extraordinarily hot and steamy weather — you will never hear me complain about the heat. Everything was going smoothly and I was progressing at a nice pace (Mark meted out compliments sparingly, but I did squeeze a few out of him). I recall the passing thought that I would have to come up with a topic for my next column and my subject matter generally ran toward my track event events (to wit, last month’s two-wheels-off at the Glen). I also recall thinking this is so normal and uneventful that I will bore

How many Os are in the word smooth? “UNLIMITED” I yelled back at my instructor Mark Starr... “GOOD ANSWER” he volleyed back

everyone. Not to worry! We had two full days and the hot blue sky was the limit. I remember afterward how that stupid thought was what triggered it. Did I subconsciously create an event? Anyway, back to the beautiful day... brilliant instructor... great track. I started picking up speed and passing people. My passing skills needed room for improvement as Mark would remind me how many Os were in the word smooth, and tell me to breath before passing... sounds silly but it is a crucial part I kept forgetting. I found myself on the straight before the uphill — one of the few approved passing zones. I was given the passing signal from a red 911 in front of me at the very end of that straight. It was a judgment call whether to wave off or just do it. I did it and then freaked out. As these things do, it happened in the blink of an eye. I thought, “ooh no, I am now very, very much offline and I need to get back now.” I jerked the wheel back to get back on line, effectively slicing off the red 911’s space on the track. I heard a screech of brakes (hers not mine), looked in the rear view mirror to see her rear fish-tailing around. I felt awful! What compounded it was Mark screaming, “You are going to apologize

the second we get off the track!” Well, gee whiz, let me take that under advisement. No kidding! Of course I would do whatever it took to let my apology be known once back in the paddock.

I was able to calm down a bit before we pit-ted. I had every intention of parking my car and then walking back to where the 911 camped and apologize in person. I slowly drove past them and a man came running out to me, waving me to stop. Uh oh, that is probably the instructor of said 911 wanting to yell at me (my Cro Magnon instructor had put that fear into my head). I had flashbacks to high school and a grounding in my near future. This guy even resembled my dad! Nope, that can’t be a good sign. Before he could yell I preemptively apologized profusely, letting him know I didn’t cut off his student on purpose and I was still learning and of course my own instructor had already taken care of yelling at me. Oh no, he didn’t want to yell at me. He just smiled widely and said, “My student is my daughter

Laura, and I was so proud of her; she reacted just [the way] she should have, and we just figured you hadn’t done it on purpose.” Whew! Crisis and potential grounding averted. I parked my car and then made my way to the classroom

where Rich Davis would be showing us video he had taken of our run.

I happened to be entering the classroom building alongside Laura Nigri — my cutoff-ee — so had my chance to get this event behind me and do the final mea culpa in person. She was magnificently gracious and told me no worries. Wow, that speaks volumes about her character. So we were now BFF and walked up the stairs to view whatever it was Rich had chosen to film. There are eight turns on the LRP track, and he filmed one and only one of them on our last run, and even then only filmed part of it. Not knowing which turn he chose to immortalize, I began to get this niggling feeling. Naw! What were the odds he could have picked our corner and, even still, what were the odds he picked that portion of the run to film. Answer: One hundred percent. When he told us he filmed the entrance to the uphill I glanced at my new BFF and we chuckled thinking there was no way my incident would be on film. I asked Rich if he had previewed the tape — of course he hadn’t had the time yet! So we all got to see me cut off dear Laura — my class

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2010 NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE MOTOR SPEEDWAY



Co-Hosted with
North Country Region

Thursday, September 9th, 2010

Registration Opened March 1, 2010 at www.clubregistration.net

NER in cooperation with NCR will be holding a mid-week 1 day event. This gives us all a great opportunity to do what we love to do without the time commitment (or the time away from the family) that extended, weekend events tend to demand. Instructors who register early are free of charge so we hope to see you all there.

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

As usual, this event is open to current PCA, BMW and other recognized car club members.

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

Green and Yellow Group Students	\$180
Signed off Student	\$155
Instructors (who register before Aug 20th)	No charge
Instructors (who register Aug 20th onward)	\$75

Garages will be available on first come first serve basis for \$30. Sign up now to ensure a spot and a garage.

We look forward to seeing you all there and particularly look forward to meeting any newer drivers who may have missed earlier NHMS events.

Directions to the track and further details will be included in your event package. As all communications will be via email, make sure your email address is current in your clubregistration.net profile.

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

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



Calendar At A Glance

September

7 Board Meeting
9 NER DE @ NHMS
11 PorscheFest Concours
d'elegance

October

13 Board Meeting
24 NER AutoX @ Fort Devens

November

10 Board Meeting

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.

Editor's Mailbox

This month the Editor's mailbox finally has time for those pics people have sent me, or that I've taken, and wouldn't fit. So without further ado....



Another wonderful Ramble shot by Dave Weber



The TRG rig at the Zone 1 event by Amy Ambrose



The grid - at the Clash at the Glen by Adrienne Ross



My Garage at NHMS by Adrienne Ross



A great shot from Collings by Adrienne Ross



German car day at Larz Anderson by Amy Ambrose

PORSCHEFEST 2010

SATURDAY, SEPTEMBER 11TH, 2010



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

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

CONCOURS D' ELEGANCE

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



PORSCHEFEST 2010

SATURDAY, SEPTEMBER 11TH, 2010



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

CLASSES

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

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

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

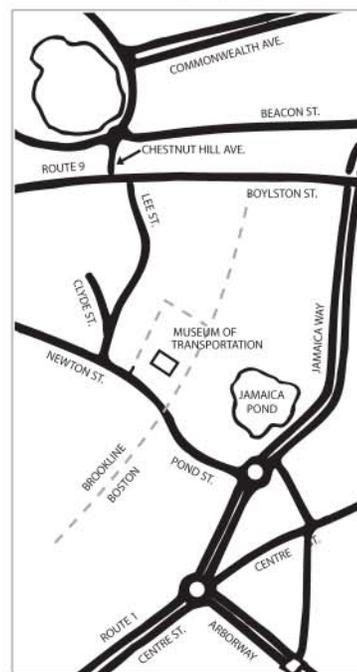
Full Concours - The real thing. The exterior, interior, engine compartment and trunk are judged by our experts. The fine details count here.

SCHEDULE FOR THE DAY:

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



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Boston's Property Expert



Concours Registration Form

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

Entrant Name: _____

Address: _____

City / State / Zip: _____

Phone (day): _____ (evening): _____

E-mail address: _____

Porsche (year / model / color): _____

PCA Region: _____

Select an entry option & check the box:

Full

Top Only

Track & Race Car

Park & Wipe

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

Steve Ross
49 Village Brook Lane
Natick, MA 01760

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



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 including beef, chicken and fish selections. Make your choices when you register for the event. More information and a registration form will be provided next month in the Noreaster.

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.

Mark the date on your calendar today so you don't miss the event of the season!!

Save the Date!... December 4th, 2010

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

Name(s): _____
Address: _____
City / State / Zip: _____
Phone (evening): _____
E-mail address: _____
of people: _____

Reservations will be open next month...

Myrick Lane, Harvard, MA 01451



Porsches and Polo at Myopia Polo Club

Copy by Chris Ryan, Photos by Adrienne Ross unless noted.

NER folks and their Porsches ventured up to the North Shore to watch another exciting Polo Match at the Polo Grounds at Myopia Hunt Club in Hamilton. The day was picture perfect, with just enough clouds to moderate the temperatures to very comfortable levels. We packed the house this year, with over 34 Porsches showing up for the event – we almost had to start parking people off in the woods!

The days match was listed by Myopia as co-sponsored by Hanson Financial Group and Porsche Club New England Region – and PCA is listed as sponsor in Polo Magazine. You can also see photos of us taken at the event on the Myopia Polo website www.myopiapolo.org site. As has been the tradition, there was plenty of afternoon tailgating and socializing before the match, and a number of people mustered up their culinary creativity to prepare some good looking (and probably good-tasting) fare for the event.

Once again, NER autocross fans had a good showing. Chris Ryan, Bob Canter, Jeff Johnson, Mike Orsini, Steve Ross, Amy Ambrose, Adrienne Ross and special guests, Autocross Chairperson Cuan Coulter and his wife Lee all set up camp to enjoy the spectacular day and watch the match.

Also attending were our friends from Angelflight NE, with Keith D'Entremont and his daughter manning an exhibition table set up at the end of the Porsche line. Keith said they received a fair amount of interest from the crowd, especially

between the 3rd and 4th chukkers, the Polo equivalent of halftime.

At about 3:00 PM, the horses were seen parading onto the field and the match was underway. The teams are made up of players who live in the area and others who play Polo on various Collegiate teams across the country. The Myopia Hunt Club players are led by Team Captain Albert Ellis, and Polo Manager Rory Torrey who played with the Red Team at the match, who led the way most of the day, prevailing as the winner after the final chukker was over.

Meanwhile, there was PCA business to be conducted, as Steve Ross had been volunteered by yours truly to judge the picnics that (some) members had painstakingly put together for the day. Steve and his assistant, Judge Amy carefully made their way up and down the long row of cars, inspecting the picnics, their presentations, originality, soliciting some samples, and allegedly attempting to solicit a few bribes here and there (unsuccessfully). After very careful deliberation, a scoring sheet was drawn up, to announce the winners at the end of the day.

As the match was nearing its end, our host Nancy Keller from Polo Magazine approached me to arranged a parade lap of Porsches around the field following the conclusion of the match. We hastily made arrangements and after the horses left the field, the Porsches took over. Now this was a much more

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Well Preserved 356 (Cindy Morell)

continued from previous

tame exercise, unlike last year when Bob Canter decided to do donuts around the goal post before four of us lined up at one end of the field and made a “spirited” drive toward the photographer at the other end. Sunday, we all entered the field and made a leisurely drive around the perimeter of the field, with several cars arranging themselves at the Pavilion as a backdrop to the players receiving their awards. The spectators really get a kick out of this as many snapped pictures of us as we made our way around the route. Once the Polo awards ceremony concluded, Steve took over to announce the winners of the PCA tailgate presentation contest. The hands down winner was our own Nor’Easter Editor Adrienne Ross, for the most elaborate, original presentation, including car-color-matching napkins, food, (beets) and toenail polish ! Tied for second was Bengt Persson and his crew, (driving a beautiful 1975 911S), along with Tania Deary in an 87 Targa. Cuan and Lee Coulter took third place, for their elegantly simple meal arranged on a blanket in front of the family Boxster. Frank and Nancy Lazgin pulled off a tie with the Autcross Class 3R team of Bob Canter, Jeff Johnson, and Chris Ryan who had pooled their culinary offerings together, and rounding things out in fifth place were Vicki and Mark Appel.

Once again, we had a great day at Myopia, and Northeast Re-



Adrienne Ross, Steve Ross, Amy Ambrose, and Frank Lazgin

gion PCA wishes to thank Nancy Keller, Jim Jones, and the rest of the Myopia Polo Team for a truly enjoyable afternoon.

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The winningest pony

continued from previous



Replacing divots



Honorable mention for most improvised



Angel Flight came to visit



Our side of the field (Cindy Morell)



The play is the thing

continued from previous



Frank and Nancy Lazgin



Good food, good folks



On the field (Cindy Morell)



Elizabeth Selders and family (Elizabeth Selders)



The winning picnic



Fruit, sparkling wine, cheesecake, and lemonade iced tea

Brown Sugar and Me

Copy and Photos by Richard Paris

My love for early Porsche 911's began in the spring of 1970. As a 19-year-old junior in college in Hanover, New Hampshire, my clunker was temporarily off the road. A married graduate student classmate had become a friend, and she invited me out to dinner while her husband was traveling. I'll never forget my sense of awe and delight when she drove up in a dark green (probably Irish Green) 912, and we blasted off on the nearby Interstate, heading for dinner in a town a few miles away. The whole experience was a bit magical. The 912 was simply gorgeous; sleek, understated, sophisticated, and seemed light years more advanced than the Detroit prairie schooners of the day. Sarah herself was a bit of a wild child, to say the least. I distinctly remember her telling me that the local Porsche dealer had flatly refused to sell her a 911, telling her that she would kill herself in short order driving a 911. He compromised conscience with commerce by selling her the 912 instead. I was so impressed with the ride, handling, and speed of the 912, that I couldn't even imagine what a 911 would be like!

After the ride to and from dinner, I was hopelessly smitten by the Porsche bug. However, life had other plans. Finished college, got married, finished graduate school, started a career,

had children, wonderful wife went back to college and then to graduate school, oldest daughter then went off to college, and on and on... During the next thirty years, "disposable income" was simply a remote and unreachable concept. I understood what it meant, but never seemed to have any!

My Porsche lust grew even stronger when I learned about the Sportomatic option. I have walked using two crutches and leg braces since having polio at age three, in 1954. My right leg had enough strength to allow me to use a regular gas pedal, but I can't lift the leg to move it over to the brake. That problem was easily solved however, with the combination of an automatic transmission and a readily available hand-operated brake device. Driving a three-pedal car, however, seemed totally out of the question. Then I learned about the Porsche Sporto, and its poor relation, the VW Auto Stick-Shift. This marvelous gadget, albeit scorned and ridiculed by three-pedal purists, was to me a gift from the Gods of the Autobahn — a way to let me drive the car of my dreams! That is, as soon as I could afford one! In the late seventies and early eighties, I partially slaked the unquenchable 911 thirst by having first a VW Bug with the Auto Stick-Shift, and then a Karmann Ghia convertible, also with the clutchless manual. Both these cars were our daily drivers



Brown Sugar and me



Pedal close-up

during their stays with our family, and I learned what wonderful transmissions these semi-automatics really were. I recently read David Colman’s wonderful and insightful article “The Truth about Sportomatic” in the December 2002 issue of Excellence, and I must say that he absolutely nailed it dead on.

After the Ghia succumbed to terminal body rot, and the Bug burned out from under me — a brutal way to learn that Bug fuel filters have a nasty habit of drying out from engine heat, cracking, and showering the running engine with a nice spray of live gasoline — I was once again in the world of conventional automatics; efficient and transparent, but lacking soul and driver involvement.

Anyway, years went by, kids grew up, career blossomed, and by 2000 – 2001, the idea of actually buying a Sportomatic 911 moved from young man’s fancy to mature, middle-aged man’s ultimate quest for the meaning of life. Faithfully scouring Hemmings each month, I quickly learned that Sportos were more rare than hen’s teeth. In the odd month where there would be one for sale, they were usually in California or Arizona, and were really not viable, as we lived in Maryland at the time. Finally, in the early spring of 2002, there was an ad for a low mileage ’76 911 Sporto Targa offered for sale on Long Island. A couple of rounds of phone calls with the owner later, I drove up to see it on May 6, 2002, accompanied by my close friend Chris O’Brien, who was then the proud owner of a late eighties, metallic light blue slant-nose 911 Cab.

What we found was stunning — a Bitter Chocolate ’76 911 Sporto Targa, with a body and interior in virtually perfect shape. The odometer showed a bit north of 60k, which was supported by a folder full of maintenance receipts. It drove fairly well, and losing my Sporto virginity was even better than I had imagined it would be!

The current owner was the son of the original owner, who had bought the car brand new on the day he both turned sixty-five,

and retired. He drove it into his late eighties, and on his passing, the son got the car. The son was not particularly into cars, but he definitely wanted his father’s pride and joy to go to the right owner; someone who would care for it as his father had done. It was clear that the engine needed work, and the seller seemed very comfortable once he understood my life-long quest for a 911 Sporto, and my desire to keep the car in excellent condition, and as a long-term member of my family. I gave him a deposit on the spot, and the ride home from Long Island to the D.C. suburbs could best be described as five hours of afterglow. As Chris and I were blasting classic rock on the radio of his slant-nose on the way home, one of my all time favorite songs came on — Brown Sugar by the Rolling Stones. He and I both looked at each other at the same moment, and we simultaneously blurted out, “that’s what we should call the new 911,” and her name stuck!

By this time, my wife and I had been fortunate enough to buy a little beach house on Cape Cod, in the same little town (Orleans), where we had met on a blind date in August of 1971, and where we had been married exactly 53 weeks later. I knew that Brown Sugar would be a summer car. In my meanderings around the Cape, I had found a foreign car repair facility in a neighboring town, run by a crusty but likeable older German gentleman, who was a factory-trained Mercedes mechanic. His full set of old, leather-bound Merc factory service manuals, in German, confirmed his credentials, as did the dazzling array of restored older Mercs in his sales lot. He was also doing a full restoration of a very early 356 Cabriolet, and he assured me that he was very comfortable working on Porsches, and had a great deal of experience with them. I then made arrangements to have Brown Sugar trailered to his shop from Long Island, and asked him to tell me what mechanical repairs would be needed to return Brown Sugar to top condition. From him, I learned the

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Handbrake and cruise adaptation

continued from previous

entire sad story of the unloved 2.7 engines, and subsequent reading (which I should have done a lot sooner) confirmed every bit of what he was telling me. The high operating temperatures from the crude first-gen pollution control equipment had definitely done their damage, and I agreed to his recommendation that we go ahead and do a full engine overhaul, and strip off all of the offending pollution controls. He began work right after Labor Day, 2002, and after a thorough and complete wallet cleaning, the car came back to our beach house in July of 2003. At this point I was elated; full engine overhaul, all emissions gear stripped off, and Brown Sugar seemed to run faster and smoother than before.

I had a local mobility shop install the requisite hand control to operate the stop pedal, and I installed a spinner knob (a.k.a. "suicide knob" and/or "necker knob") to the steering wheel. She was all mine, and the joy of driving my first, very own 911 Targa Sporto was just beginning! Life was good, and the future looked even better!

In the meantime, I had taken a new job, and my family and I had moved to East Aurora, New York, a beautiful little town just south of Buffalo that is best described as having been drawn by Norman Rockwell.

Unfortunately, storm clouds kept gathering. Brown Sugar was still having trouble with oil leaks, and a few other annoying glitches. Googling for P-car mechanics in Western New York, I fortunately found Porsche guru Kurt Hertel, whose shop was about an hour away from us in nearby Rochester. To make a very long story short, he determined that several short cuts had been taken on the recent engine rebuild. Kurt fully documented, with photos and written narrative, what mistakes had been made. Further digging revealed that the crusty German car mechanic had not done the job himself, but had farmed it out to an old friend and former Porsche racecar builder, who as it turned out, had a pretty serious drug addiction! Live and learn. Anyway, Kurt's wonderful documentation served as the basis of my lawsuit against Herr Crusty. We never got to trial, and Herr Crusty repaid me about 80% of what I had spent on the engine rebuild (the parts used were all top shelf quality, and many did not have to be replaced).

Anyway, all's well that ends well. Kurt Hertel re-rebuilt the motor, and Brown Sugar has run like a well oiled Swiss watch ever since. For creature comfort, I've added an aftermarket cruise control, a new CD player with built in iPod connection and control, and XM satellite radio.

So finally, I had what I had always wanted; a fully sorted, 911 Sporto in overall excellent condition, that was fully adapted to my physical condition. The storm clouds were gone, and the looming spring and summer beckoned me to enjoy the winding twisties in Western New York.

For those not fortunate enough to know it, the Buffalo area is a hidden jewel, which absolutely does not deserve its poor reputation. Winters are long and severe, but the hardy folks of

WNY know how to handle it. In the three years of high school that my son had in Buffalo, he never had one snow day! To compensate for the winters, Buffalo's springs and summers are absolutely glorious! No humidity, and the region has never hit 100 degrees in recorded history. We've lived all over the country, and the Buffalo springs and summers were by far the best ever. Throw in an abundance of well-maintained county and town roads, some excellent low to mid-sized mountain ranges, and you have ideal P-car driving conditions for three out of the four seasons.

With the Targa top neatly folded into the front trunk, I was able to at last indulge my lustful passions for 911 Sporto driving. In either '74 or '75, to meet increasingly stringent European noise regulations, Porsche had taken the first gear out of the four-speed Sporto, which was simply the regular four-speed with a torque converter added to it, and a microswitch built into the shift lever, which operated the vacuum servo that operated the clutch. The original first gear was quite low (I've been told that it only went up to about 8 or 9 mph), and with the torque converter in place, acceleration was quick and very enjoyable. Not the blistering acceleration of today's P-cars, but enough to quickly get up to extra-legal speeds. The manual steering is light and responsive, and the manual brakes take some pedal power, but stop the car quickly and confidently. When it was time to replace the shocks, I had Kurt install some that were a bit stiffer than stock, but not kidney-crushing track shocks either, and the ride compliance/handling tradeoff was spot on. As I got to explore Brown Sugar's handling, I gained ever-increasing confidence in her abilities, and she has never let me down. I often repeated the mantra to myself to "never let up off the gas in the middle of a curve," and I grew ever more impressed by how well she could handle the twisties. The

continued on next page



Brown Sugar

continued from previous

combination of open-air motoring with the top off, combined with the security of the integral roll bar, made it an ideal three-season machine. And the new stainless steel heat exchangers provided more than ample heat for open air motoring in the fall.

I've come to deeply love and respect this car's wonderful simplicity. She feels like an extension of my body and myself. She has many things electric, but nothing really electronic. No power assists to keep you from breaking a sweat; no electronic nannies to keep you out of trouble. When you make a mistake, you have to be the one to quickly diagnose and correct it. You really drive this car, and she rewards you with constant, finely tuned feedback. The steering tells you exactly what is going on with the road at all times. Combine this with the seat of the pants feedback from the bolstered seats, and the wonderful roaring symphony from the flat six wailing its mechanical song behind you, and all of your senses are both alive and deeply involved. I often chuckled at the articles in P-car magazines and the chats on P-car websites, which went into great detail on how to solve problems with the myriad newer systems of which my car had exactly none!! The wisdom of keeping things simple never seemed clearer.

My now 22-year-old son is a real gearhead, a superb driver who drives an '07 GTI. It's lowered and has a track suspension, so it really handles. I have very fond memories of our last spring in Western New York before we moved permanently to Cape Cod, when he and I would go out carving the twisties together on almost deserted back roads south and west of Buffalo. Our radar detectors were helpful, but the roads were so empty that they seldom were needed. His GTI had at least 15 to 20 more ponies, much wider and lower tires, three more gears, and the racing suspension. Even so, over the course of many magical hours, he could never lose me. We'd leapfrog positions, and afterwards he came away very impressed by Brown Sugar's capabilities. His words were to the effect that "Damn, that little car is fast, I can't shake you when I'm in the lead, and I had to work much harder than I expected to keep up with you when you were in the lead"! Talk about truly magical father and son bonding!

The hand controls work very well to enable me to drive this car the way she was meant to be driven. My right foot works the gas pedal, and my two hands work the three other controls; the hand-operated brake, the steering wheel, and the shifter. As you have already figured out, there are times when an extra hand would be very helpful, such as when needing to down shift coming into a curve. To do this, I've developed the upper body version of heel and toeing; which I call "thumb and fingering." Basically, the left thumb presses on the steering wheel at 8 o'clock to hold it; the left fingers depress the brake, and the right hand slickly executes the downshift.

On the downside however, some of the things that I love

about the car are making it increasingly hard for me to enjoy them, as my body ages. I've been walking on crutches and using leg braces for 55 years. Human wrists, elbows and shoulders were not designed to do the same work as ankles, knees and hips, and all of my upper body joints are wearing out at a much faster rate than if they did not have to do this extra duty. Lowering myself down into Brown Sugar is still reasonably easy to do, but getting out of it has become very difficult, as I have to push myself up and out solely with my arms, as my legs contribute exactly zero to the effort. Similarly, the heavy steering effort at low speeds is taxing my arms more than ever before, and using my left shoulder and elbow to work the brake is also taking a toll that I cannot much longer support. Unfortunately, I've reluctantly come to the conclusion that I have to sell my beloved Brown Sugar, as these physical demands become increasingly difficult to meet. My eight years with Brown Sugar have been absolutely wonderful, and I feel that I have earned the equivalent of a Ph.D. (Doctor of 'Porscheology') degree in the mysteries and wonders of the mid-year air-cooled 911s. Even with the legal hassles of the original botched engine rebuild, I would not trade any part of my Brown Sugar experience. I've had the opportunity to drive many modern high-performance cars, on open roads and racetracks. The new buggies are fast and exhilarating to drive, but you can never escape their ever increasing weight and complexity, and the nanny systems do, in my opinion, detract from the purity of the driving experience. Whatever I drive next (which will have power steering, windows, seats and brakes, and a higher seating position), I will deeply miss the deep and intimate relationship I enjoyed with Brown Sugar.

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NER is Proud to Support Angel Flight Northeast

By Adrienne Ross with Copy and Photos courtesy of Angel Flight Northeast

When you become the Past President of the NER, you get to choose what charitable organization becomes the beneficiary of our year long fund raising efforts. Bruce Hauben is our Past President, and his charity of choice is Angel Flight Northeast.

Angel Flight Northeast (AFNE) is a volunteer corps of over 1,000 private pilots and "Earth Angels" who combine our love of flying with the spirit of grassroots volunteerism by flying patients and their families to the critical health care they need. They provide air transportation in private aircraft by volunteer pilots so that children and adults may access life saving medical care free of charge.

Angel Flight Northeast is a 501 (c) (3) non-profit, tax-exempt organization that provides free air transportation to patients whose financial resources would not otherwise enable them to receive treatment or diagnosis, or who may live in rural areas without access to commercial airlines.

They are also a vital mode of transportation for organs, blood and for patients awaiting organ transplants. They make compassion flights and provide air care wherever there is a compelling human need.

Through membership in Air Care Alliance, they arrange flights throughout most of the country and Canada. Angel Flight Northeast flies extensively in the Northeast portion of the country.

Since Angel Flight Northeast's first flight in 1996, their mission coordinators have scheduled more than 45,000 flights and their 1,000+ Volunteer Pilots have flown over 8 million miles providing nearly 60,000 patients and their families free air transportation to medical care. As well, 200+ Earth Angels are there to greet the patients and their families with open arms and transport them to and from their destinations.

The pilot flying the mission pays for all flight expenses, including the planes, fuel, and airport fees. Although the pilot's contribution is considered a tax-deductible donation by the IRS, many pilots tell us their greatest benefit in serving with Angel Flight is the joy of meeting their passengers and knowing they can help give comfort to their patients on their path to recovery.

Matthew is Mason's dad, and wrote to tell me a little bit about how they came to know AFNE so well.

"Mason's accident happened on August 20, 2008. St. Christopher's Hospital in Philadelphia obviously performed miracles to save his life, but when it came time for the reconstructive part of Mason's recovery, the surgeon recognized that Mason needed Shriners Hospital in Boston.

That is when Angel Flight Northeast came into the picture. Unfortunately at that time, he was not really healthy enough to fly with AFNE at that point and we needed an ambulance to get there. But once Shriners was able to do the amazing things they do with their patients, we have been able to utilize the

help that AFNE gives to so many in need. Since then, Angel Flight Northeast has been exactly what they claim to be: Angels. We need to be in Boston at least once a month and they have accommodated us every time we have needed it. And not just when they afford it, but at ours and the hospital's convenience and not just with the flight, but with rides to and from the airport when needed also. These people go out of their way to make you feel taken care of. I don't really think I can express the gratitude I have for what they have done for us.

As for Mason, he is one of the greatest kids I think you will ever meet. Really, other than the physical disabilities he has now, he has not changed one bit since his accident. He is the most incredible soul I have ever known. I am so proud to call him my son. He has shown me more courage, resilience, and happiness in his four years of life than I have ever seen. Even with all of his shortcomings right now, he still loves playing baseball, football, and hockey. It might not be exactly what most is used to playing, but he tries as hard as anyone I have ever seen. Other than that he loves reading, Legos, watching movies, and, most of all, he loves playing anything with other kids.

Mason has fun flying just like I think most kids do. He loves the takeoff most, but actually sleeps through most flights at the moment. I would tend to give credit for that to the pilots for making our flights extremely pleasant and smooth.

I really can't express the appreciation I have for the people that organize Angel Flights and the volunteers that make it all possible.

They have made it so much easier for me to concentrate on Mason and what his medical needs are and not on how I am going to get him to the places that can give him what he needs."



Mason



Jim Cear (pilot), Mason, and Matthew

Fast Facts about Angel Flight Northeast

Our passengers:

- * Range from transporting critically ill children and adults for medical care to compassion missions.
- * All our flights are offered completely FREE to the passenger.
- * Angel Flight NE has never refused anyone in need.
- * We serve patients nationwide through our partnership with other air charities and airlines.
- * Approximately 50% of our patients are children, suffering from life-threatening cancer, severe burns or crippling diseases; the rest are adults.
- * We will fly people for as long and as often as they need to travel, with no limit whatsoever to the number of flights we provide.

Our flights and area of coverage:

- * All our flights are offered completely FREE to the passenger.
- * Our flights are in private aircraft, by volunteer pilots.
- * Our volunteer pilots donate their time, talent, airplane, fuel and operating expenses.
- * Our volunteer pilots have flown over 8 million miles.
- * We have flown over 32,000 missions since 1996.
- * On average we coordinate 80-100 missions per week.
- * We have recruited nearly 1,000 volunteer trained pilots.
- * Over 100 "Earth Angels" donate their time and cars to drive our patients to and from the hospital and airports.
- * Each dollar donated generates on average five dollars worth of contributed services by Angel Flight NE volunteers.
- * Our main service area covers 9 states: Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont.
- * We serve patients nationwide through our partnership with other air charities and airlines.

cordially invites you to join us for
2010 Evening of Angels
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 6:00 p.m. to Midnight
 Dancing to the band Eye2Eye
 If you would like more information or to order tickets,
 please contact us at 978-747-0011 or via email at EOA@angelflightne.org.
 A block of rooms has been reserved at the Seaport Hotel under
 Angel Flight for a discounted rate of \$149.00.
 Room block discount expires October 19, 2010. Call 1-877-732-7678 to reserve your room.

NER will continue to fund raise and support AFNE through at least the end of the year. Our "Taste of the Track" events funds go directly to Angel Flight, and we will have an effort to raise money at our Annual Gala in December. That method is as of yet to be determined.

If you'd like more information, please contact Bruce (contact info on page 38).

Thank you for all your support so far. We're proud to be sponsoring such a vital service in our community.

Our Adopt-An-Angel Certificate presented August 3rd

Porsche Parade 2010

Copy by Charlie Dow, Photos by Martha Dow

This year we (The Dows, Charlie and Martha) were the only members of the Northeast Region to venture to the Porsche Parade held at the Pheasant Run Resort in Saint Charles Illinois, just west of Chicago. We felt our responsibilities very seriously especially since we have now beaten out Hans Peter Porsche in number of Parades attended (32 to 31). Charlie has celebrated retirement by buying a red 2009 997. Cindy Markley got it in perfect concours condition, then we packed it to the rafters and headed west. We stopped for the night in Elyria Ohio where it was pouring rain, not recommended for the show car, but the water was beading nicely on Cindy's magic wax.

Next morning we made it around the south side of Chicago and arrived at the resort where many of the parking lots were taken up by wash stations for that all-important cleaning the car. The thing you must understand about the Parade is that it is incredibly kid-oriented. There are now at least three generations of "Porsche Kids". Some of them wear special bright blue T-shirts and spend their time on Popsicles and radio controlled cars. Others like adult beverages and gimmick rallies and the occasional trophy. In one class of the autocross, the Pearlmans, grandfather, dad and son, trophied 1st, 2nd and 3rd.

The Blues Brothers set the tone at the Welcoming Party, which broke up early so everyone could be on the golf course at dawn to show the car. We chatted with some nice people from Washington State who had their Porsche teddy bears set up in the front seat, compared grandchildren with some folks from Delaware and lunched with old friends from Texas whose daughter we first knew as an infant and has now graduated from college. Even though we forgot to clean the top of the battery cover, we placed 4th in class and brought home a trophy fox. We got amazing fireworks on the 4th of July, ice cream after the totally baffling rally, thunder and lightening under the Rally banquet big top, and lots of time in the pool.

In fact a good time at summer camp with hundreds of new and old Porsches and friends. Check out your next issue of -Pano for all the amazing photos and your chance to win a complete make-over project. Next year all the kids will be in Savannah, Georgia. If you are feeling young-at-heart, you might want to join them.



Charlie's entry



Beautiful 356 entry



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Porsche News

Copy and photo are courtesy of Porsche AG

The joy of driving a classic Porsche is sufficient reward for most enthusiasts, but owning the oldest Porsches in America could bring some very real awards during the company's 60th Anniversary year in the United States. To celebrate six decades of American Porsche passion, on Aug. 13 Porsche Cars North America (PCNA) is launching the My Classic Porsche Search. This national search will focus on finding the oldest Porsches in 12 distinctive model categories, as well as the very oldest Porsche of all.

As part of its 60th Anniversary celebration, Porsche is inviting owners to introduce these most senior members of the Porsche family to everyone in America. My Classic Porsche Search is open to all owners who think they have a shot at earning the "oldest" designation for their car. Entries can be submitted for 12 model ranges, including the Porsche 356, 911, 912, 914, 924, 928, 944, 968, Boxster, Cayenne, Carrera GT and Cayman. In addition, the search is on for the Grossvater of all Porsches on American soil, the oldest Porsche ever sold in the United States.

Owners who have Porsches "with papers" can enter online beginning Aug. 13. To submit an entry, visit www.Porsche60Years.com and review the participation guidelines for My Classic Porsche Search.

The oldest Porsches and their owners will receive special recognition and become eligible for additional awards, including an exclusive badge from the Porsche Museum in Stuttgart. Exhibition-quality images of select winning models will also be featured at the new "Sixty Years of Porsche in America" exhibit, opening Oct. 12 at the Porsche Museum in Stuttgart, Germany. One vehicle may also be selected for display at the Porsche stand during this year's Los Angeles Auto Show, where it will join the company's newest models.

All entries will be evaluated for authenticity by a Porsche panel of experts, including noted American Porsche historians from the Porsche Club of America.

In addition to the My Classic Porsche Search, Porsche is unveiling a national My Porsche Passion Contest on Aug. 24. Porsche aficionados will have the opportunity to write and upload a 500-words-or-less story that exemplifies their unique passion for a specific Porsche car, an experience or the brand as a whole. The essay contest will be open to entries until Nov. 1, with 20 winning stories selected by a special panel of Porsche judges. Fans will then vote online for their favorites from the list of 20 finalists. The three entries with the most votes will win an all-expense-paid trip the Porsche Sport Driving School in Birmingham, Ala.



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THE NOR'EASTER

seen driving that car. Surprisingly to me their number 1 "chick car" is the BMW 3 Series. When I protested that there can be a huge difference between different versions of the same model I was quickly informed this doesn't matter, a BMW 3 Series is a chick car. What I also didn't know was that the 2005 version of the G-35 I at one time drove was also a "chick car" but that when I leased the 2008 G-35 version this was not a "chick car" as my youngest daughter informed me. They have recommended this time of course that I stay away from the BMW to preserve my manhood as well as the Acura TL, Mercedes C Class, most Volvo's, Saab convertibles and Lexus's. For the record the Porsche Boxster also lands on the list of a "chick Car" as does the Mazda Miata and the BMW Z4. I will mention that currently they are very high on the Audi A4 as definitely not a "chick car" and should I decide to get another Infiniti G series they would be OK with that too. By the way I also took the opportunity to inquire with some of the staff in my office and most confirmed the opinions of my daughters as to what constitutes a "chick car". Who knew, have I really been that blind to the genders of cars all these years.

I have heard that at one time Dave Weber was a regular participant in autocrossing. Here's hoping that I have the opportunity to see him compete sometime. Have a feeling he must have been pretty good at it.

Well that's all for this month. Safe driving to you all.

ers and independents make vast profits from the difference between the "door rate," i.e. hourly rate, and their labor cost (wages for the technicians flat rate for dealers; usually salary for independents). True, it seems like a large gap, but remember these are businesses that need ever more expensive diagnostic tools (costing many thousands of dollars), training, and the regular business expenses such as insurance, rent, liability coverage, disposal fees, environmental fees, and on and on.

Now, how do you approach getting your Porsche serviced at either of these types of facilities? First and foremost, get some outside opinions, and a few of them, see how other club members have fared as far as costs, satisfaction, speed of repairs and handing of issues after the repair, if any. Next visit the facility and talk with the representative, or owner in some cases, and get a feel for what is involved in the job you wish to have done, whether it be a simple oil change or an engine rebuild. Estimates are critical to avoid any mistakes or misunderstanding when the job is done. Routine jobs can be pretty accurately estimated, more complicated ones need to have initial estimates of a dollar amount limit that is then amended if further costs are incurred. Holding to this procedure will help to ensure a hassle-free relationship with the facility. A word of warning: many cars, even Porsches and especially older ones, have unexpected issues that surface in the process of repair (common examples are broken bolts, additional component issues discovered after disassembly, and rodents); yes rodents. It is incredible how much damage the cute little mouse can do. They can squeeze into many areas of the vehicle and wreak havoc, with electrical components especially. They can also build nests that can choke an engine's intake system.

Next step is to agree on a completion time. Routine items should be easy, but the complicated ones need some flexibility on both parties' parts. Remember that if you have a deadline, such as a DE event or a vacation, make that fact known right up-front. Finally, find out payment terms. Although credit cards are almost universal now, there are a few shops that do not take them and checks may also be not accepted, especially for large amounts. Remember most credit cards allow you to stop payment if you feel you have been wronged.

Next month I will continue this topic with some scenarios that can happen in real life.

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little farther out of the way and tighten it back up.

As you can tell, the effect of a lot of these assembly procedures will never be seen by anyone, but I'll know that it was done exactly the way I wanted it. Even if it takes me a few attempts.

I had the tie rods out for cleaning, these are the rods, one long, one short, that connect the steering box to the wheels. No surprises there as this car only had 55k miles on it when it was parked back in 1972. I painted them and polished the grease fittings. Back in the day, tie rod ends had grease fittings on them to allow for lubrication. These days they use better materials and are sealed for life. I am trying to assemble the car the way it was built so using the original parts is important. Those tie rods were installed with castle nuts and cotter pins, kind of a pain compared to today's self-locking nuts, but it looks great when done. Of course nobody will ever see it unless I run over someone. It was during this part of the assembly that I discovered that there are metric cotter pins — who knew? The ones sold here are very close but just not the right size, the larger size won't go through the drilled hole and the smaller size looks too little. The more I thought about the guy looking up at them as I drove over him, the more I figured that the smaller size would work just fine.

It was my intention to leave the steering box in place and just wipe it off as best I could. It is really tough to remove and it really can't be seen from underneath. There is a removable panel in the front compartment that provides access but that would seldom be taken off and certainly not in public. It wasn't until Bill asked me if I had as much trouble as he did taking out the steering box that I knew it had to come out. If my brother could do it, so could I. So out it came and the cleaning and painting was done. I wanted to put it back as quick as I could so that I didn't forget how it went back together. Not that I couldn't see where it was supposed to be mounted, but I didn't want to forget how to wiggle it sideways and down to get it there. Besides, then I could call my brother and tell him the job was no big deal.

The steering components were all installed and the backing plates for the brakes mounted while I'm waiting for the new wheel bearings to arrive. I located a local bearing company who gave me a quick lesson in bearing identification.

It turns out the every bearing ever made, going back 100 years, has numbers stamped on it that a third grader could read. With that number and an order slip the correct part can appear in about a week. Amazing, I thought that finding wheel bearings for a 53-year-old car would be a problem, but that's not the case. Another lesson learned. How did I ever get this old and not know all this stuff?

The bright orange shock absorbers went on easily, I've done that job many times, and really start to make the car look like

it's coming along.

Truth be told, I had put some of the trim on the car to make it look like it was further along than it really was. The headlights were put in place even though there is no wiring to hook up to them. Same with the taillights. The gold Porsche logo was put on both front and rear along with the 1600 number on the back, which indicates the engine size. The gauges are in place but not hooked up, and even the passenger grab handle is waiting for its first passenger although there are no seats yet. But it's really looking like a nice car. I might even change the name from Puddle Jumper to Beauty so I could feel like Farmer Throughgood in Anna Sewell's book. We'll see.

KTF



Photo by Tom Tate



Photo by Tom Tate

be running around like an idiot when I only have, say, 30 hours of time available when I am not sleeping. Plus I want to spend some quality time with my family.

For this trip, Dylan will be going with me so he and I can do a little male bonding. Dot and Sean will stay home with Scooter and hold down the fort. I know Sean will be disappointed, but once he realizes that he can play more video games without Dylan at home he will get over it. Dot, on the other hand, won't get over the idea that I won't be around to relieve her of Scooter.

Then, after The Glen, I have no more planned track days. Life has just gotten way too busy. Gone are the early retirement times when my days were filled with all things Porsche. I do miss those days and I am looking forward to being able to retire someday soon. I hope and pray that when I do retire I will still be able to drive.

In the category of other things going on, Dylan and I are currently looking for a used Mazda Miata. This is replacing the older Porsche 911 that I had originally thought would be a great project car for us. With the Miata, there are a whole host of companies out there that make cheap parts. This was a big

factor in my decision, especially if you have two hacks working on the car and we might make a mistake now and again. I prefer not having wasted a whole bunch of money on a part that I just ruined, if you know what I mean. So if any of you know of a good Miata project car please drop me a line.

Well that's it for now. This is one of my shorter columns. I will have The Glen to write about for next month. Beyond that, who knows? Now for the standard closing line: Well, that's all for this month. I hope to see many of you at some of our upcoming events! If you see me, please introduce yourself and say hello, I will be trying to do the same. Until then, stay safe!

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had a collective gasp when we saw it in full Technicolor right there on the screen. "Classic" was the word that popped into my mind. "Smooth" was definitely not the word that popped into my mind.

Well, unbeknownst to Mark, I already possessed my own personal smooth indicators named Goethe and Grendel. They are my furry, fun-loving bichons who love being my co-pilots. We recently barreled down to NC together — all 923 miles each way — and they let me know about every instance when I wasn't smooth. Sometimes they wouldn't even pick up their heads when I pinched the wheel or clipped a pothole lid — a roll of the eyes in my direction said it all. And I know exactly what they were saying, "Mom, come on!" Did you already how many Os there are in smooth?

On the roster is a seven-day event at The Glen. You didn't misread... it does say seven. I simply couldn't decide on either the PCA event or the FCA event, so in my infinite wisdom I thought I would just do both. And yes, I requested my knuckle-dragging instructor for the Ferrari event. In his defense, Mark does know the line and is one of the best instructors around. After all, he did teach me how many Os are in the word smooth. I will report back later!

Mark your calendars for our annual Concours set at Larz Andersen Park on September 11th (a date never to be thought of lightly). They asked me to be one of the judges. "Sure!" I said, seeing a stellar opportunity for bribes. Just in case anyone is reading, I like my champagne dry and my chocolate dark. See you there!



My personal furry smooth indicators



Set of four pins (Bruce Hauben)

flew out of the bowl. It was the just right roller coaster feeling — and he didn't over-do a thing. It was smooth, and clean, and it flowed.

Ah! Right...OK. Let me try!

So I got in and finished the run, and when I got out I was almost skipping with joy! "Learn to let go!" For months people have been trying to help me understand that. And I finally got it! Thank goodness!

The rest of the DE followed in much the same manner. John was wonderful. He adapted to my style of learning quite quickly. I asked him for reminders about corners, and when gentle didn't work every once in a while he'd change tactics, and that would work.

By the end of Tuesday I was quite tired. Two days out there for me was more taxing than I realized it would be. But there was one more run to be had. I wasn't sure. I wasn't feeling 100 percent. But in the last five minutes my brain rallied, and out I went. John and I and our last run.

It was.... amazing. My mind and body put every single thing I had learned about driving together, and every turn clicked. Up and over 3, smooth as glass, controlled drift through the bowl, through 9, 10 and 11 like a serpent, and out onto the straight with everything my car could do.

On the way home, I had a very profound (to me) thought. I had hit my full potential by the end of Tuesday. I learned everything I could have, given my experience and seat time. I pushed my relationship with my car to the farthest reach we could safely achieve, and I felt like it appreciated it deeply.

continued on page 38

Marketplace

For Sale

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

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, bkrider@verizon.net or 978-263-4684.

1999 911 Carrera Coupe. Speed Yellow/Black. 6 speed manual. Only 49,000 miles. California car, only two meticulous owners since new.

Always garaged, no accidents, no track, not driven in winter. 18" factory wheels with colored crests. Power everything including heated seats, Traction Control, white instrumentation, CD player/custom sound, headlight trims. Service documents and all original manuals. Outstanding condition and drives like new. \$27,500. David Walton, Ipswich, MA. 978 810 0036. davidwalton7@comcast.net

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

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

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

1985 911 Carrera Coupe, blk/tan leather, 28,250 original miles, sunroof, factory installed rear tail, 2nd owner, always garaged, totally original, \$27,500. Stephen Leon, 508-209-0056, email rleonjr@yahoo.com

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

1987 944 Turbo – Coupe, red/blk. Street legal track car –Big Red brakes, full cage, camera mount, Recaro seats, 5-point harnesses, extra rims and track tires. \$8500 OBO. Ralph Neff, North Andover, MA 978/884-7664 ralph.neff@comcast.net

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

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

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

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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On the Edge- continued from page 36

A lot of people never get to realize that feeling. The one that helps you understand everything you are capable of — really, truly capable of — and accomplish it. How much you can take in, learn, and apply.

That last run got me a very profound summary of my achievement from my very distinguished instructor. We were going past the tree house, and we were flying. He proudly articulated, "Damn Woman!" I hear it in my head still, and treasure it.

"Damn woman!" indeed.

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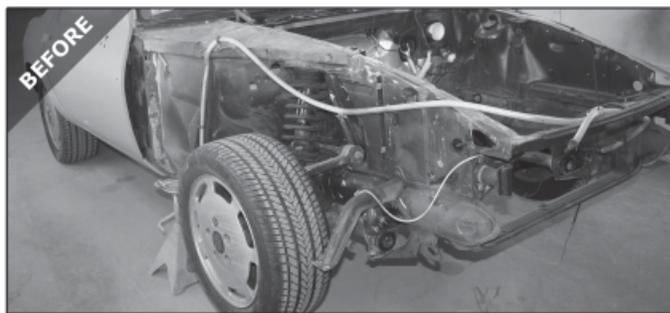
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