



**AUTOBAHN ENGINEERING REPORT**

**Newcomers April 17th!**

**NOVICE DAY @ NHMS!**

**THE NOR'EASTER**

IL 2011 APRIL 2011

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## COVER



**Cover Photo**  
Cover photo courtesy of PCNA.

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

Writing and opinions expressed by the contributors in The NOR'EASTER do not necessarily represent those of the Porsche Club of America, or any of their subsidiaries, or regions.

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

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

**West Boxford, MA 01885**

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**Editor** Adrienne Ross  
**Graphic Designer** Susana Weber  
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**Advertising Mgr.** Susana Weber  
Advertising - Advertising is inserted on a prepaid basis. Discounts are offered for three months (5%), six months (10%), and one year (15%). Copy should be supplied photo ready or

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

**Advertising Rates**

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

# On the Edge

Adrienne Ross



Did I mention that after Daytona I went to Sebring? The 48 Hours at Sebring, that is. I'm starting to sound like a South Park episode, I know; but you know what? I learned something today... well, six weeks ago.

The Northeast Region will always be home, but man, do those Suncoast people know how to throw a party! They and the Gold Coast Region hosted the 48 Hours at Sebring, and it was a really good time. I may have mentioned that my friend Christian invited me down. I had told him of my interest some when in January I said, "Christian, I'm coming to Daytona... will you be there?"

"Of course! I'll be in the Porsche Corral!"

"And... I'm gently, maybe, possibly considering Sebring."

"Oh you have to come to Sebring! — Please!"

"Well, probably, but I think I'd like to volunteer, you know, have something to do while I'm there."

I think in less than 10 minutes, I'd had an e-mail from their volunteer coordinator asking my shirt size, and assuring me a place on the grid. My

am, and where I'm going. Sebring International Raceway, Sebring, Florida please!

"From Tampa, your estimated driving time is 2 hours and 30 minutes."

Wait!

What?

It's 90 miles! (Really TomTom... we're talking about an hour here, maybe, if things are terrible, and I stop for gas, and tolls... and hour and 15 minutes max!)

I study the device. Maybe there's something hideously wrong; are we stopping by Disney first? No, it's 2-1/2 hours, for 90 miles, as direct as possible (which is not terribly direct). Who put a racetrack where — once you drive there — you're too tired to drive there!

Have you driven this route? I'm not kidding; I went from one big highway, to the next big highway to Main Street Nowhere. From 70 mph, to 25 mph. I went through tiny little towns (Main St. stop lights and all), some really nice countryside, and orange groves. Not farms far off in the distance.

People picking fruit off of the trees inches from the blacktop! I'm really pretty sure this road cut through private property!

I did eventually make it, in slightly less time the GPS gave me credit for, but not much. Yikes!

Once there, I was greeted by Christian,

*continued on page 44*

***I learned that there's no place like home...  
Sebring would not have been 1/100 as much  
fun without some of my favorite my NER folks .***

maybe, possibly, thinking about it, turned into another ticket to FL.

I came home from Daytona, elated, excited, and exhausted. Tuesday morning dawned to another foot of snow. Really? On this day? Out I went to shovel, and snow blow, and shovel, and snow blow. Jet Blue canceled my flight. they canceled everyone's flight — for three days! Give me a break Jet Blue! I got another flight down for Thursday (US Air), and on Wednesday, it rained... biblical rain.

I maintain that most high-performance-car drivers are a liiiittle competitive. I know I sure am. And let me tell you, the installation of GPS into my cars was a very, very bad idea. He likes to tell me it will take an hour and a half to get somewhere, and I like to estimate how much faster I can, in fact, arrive at my destination. I won't give you the general ratio of his time and mine (thank you 5th amendment) but ummmm, I usually win.

I whip out my GPS in the airport. No time to lose! I'm on my way to another race! By the time I get into my rental, it has worked out where I

## In This Issue...

Spring goes crazy! There's tons of stuff to do, in, and out of your car!

We see reports of the last 3 events of the Northeast Region, and we get some of the results of our survey!

Plus, have a friend that's missing their NOR'EASTER? Well they need to resubscribe! It comes as a gift until the end of your first year, after that - they need to contact Amy, and mail her a check!

Our website is lonely, it would like some visits. There's TONS of information on all our summer events, FAQ's and How-tos! And we put it up for YOU! Our members! Please check it out!

[www.porschenet.com](http://www.porschenet.com)

# Around The Cones

Steve Ross



Well, it must be spring. I got the car out of storage last week and it's off to Cindy Markely for it's cleaning and detailing tonight. As with our Porsches coming out of hibernation, the list of activities is also growing with the good weather.

Two events that will have occurred before you read this is our annual Autocross School sponsored again by Conway Motorsports. Somewhere between 40 and 50 Novices attend a full day of classroom sessions, driving exercises and practice autocross driving under the watchful eye of our crack instructor corp.

The other early April event, the night before, is the Brian Redman talk at the Larz Anderson Museum of Transportation, sponsored by Prime Porsche in Westwood. Brian will relate his long and checked past racing all types of cars including Porsche 908s and 917s, amongst other marques.

A few weeks later another event for the new members as our annual newcomers meeting

***This February we started something new in the region, what we call "spontaneous dinners" where NER members gather on short notice.***

will take place at Ira Porsche on the 17th of April. Come learn about the myriad of activities that the club offers, talk to the chairmen and those who have already partaken in them, and watch some videos of Porsches participating in autocrosses and Driver Education (DE). Check out the promotion in this issue and also on the NER website.

Finally the 26th annual NER Ramble will take place from the 29th of April through the 1st of May. If you have not already entered there may be a slight chance of getting into this always-sold-out tour. Check with the Ramble chair Bruce Hauben for details.

Skipping over to early in May our first DE event will be at NHMS on the 5th. This will be a Novice day; again check the promo in this issue of the NOR'EASTER for details.

A housekeeping note: the listings in the NOR'EASTER for the two VPs were inadvertently swapped for a couple of months. To avoid any confusion, Bill Seymour is our Activities VP and Fedele Cacia is our Administrative VP. Basically

any event with moving cars is Bill's area and all the rest are under Fedele.

Word has reached us that there will be another Rennsport Reunion this October 13th-16th. For the first time (after the first one at Lime Rock and the next two at Daytona) it will be on the west coast at Mazda Raceway (formerly Laguna Seca in northern California near Monterey.)

This February we started something new in the region, what we call "spontaneous dinners" where NER members gather on rather short notice (via e-mail blasts, so if you have not been receiving them contact our membership chair to give her your e-mail address), usually a week, at a local restaurant during the week to have dinner and converse with like-minded auto enthusiasts. The first one was in February in Maynard and drew 16 members on a cold night, four of which had never been to an NER event. A good time was had by all and we stayed until close to 9:00 pm. Last night (this being written the 17th of March), we had our second spontaneous dinner, this time

at P.F. Changs in the North Shore Mall. Ten NER members came out on a rainy night to chat with other members. Amongst them were two first-timers who made some new friends while talking about their Porsche exploits. The third one will be on March 31st in Westport Mass. at the Back Eddy for our SE Mass. and RI members. Up next in April we plan an event near Plymouth for the South Shore and Cape members, then later on in April for our Central Mass. people. Should you wish to help coordinate a future event please contact me.

Many of you, actually almost 250, took part in our survey that Bill Seymour created and administered recently. First off I want to congratulate Bill on a great job, I know it was a large amount of work on his part and the information we received will be very helpful to the Board of Directors, hearing what the membership has to say and what activities they want to participate in.

We are going to divide this into two sections over a two-month period of time. I will talk about the questions that you asked and Bill will go over the charts & graphs and speak about what they say about our group.

The results will be posted on the NER website shortly for you to peruse at your leisure. A reminder: no names of respondents are mentioned and the income demographics are not shown.

*continued on page 40*

# Four Speeds & Drum Brakes

Tom Tate



As tough as this winter has been, the calendar has certainly been my friend as the cold months have flipped by. The Arizona trip in Jan. for the auctions certainly provided some needed warm weather and the month of March started off with our annual trek to Sebring for the SVRA vintage races. As the years have gone by it seems that while the races are important and we always want to finish well, the real fun is spending time with old friends from all over the world that we only see at the track.

Connections are a lot easier with daughter, Kaitlee, in Orlando and Rob and I look forward to seeing her and her fiancé, Brian. This year we also met Bella, a Shepard mix that they got at the local Pound last fall, so I guess that counts as starting a family. They certainly seem to be the perfect match in their new house.

Since we needed a car to drive to the track I used the Internet to get a great deal on a rental from the U Save auto rental company. Don't laugh, it's owned by the Penske empire. The

***(T)he month of March started off with our annual trek to Sebring for the SVRA vintage races.***

selection looked decent in the on-line, but then why show the junk, right?

Needless to say the rental office was not at the airport so that involved a short ride in what could have been an old school bus. The mid-size car that I wanted was not available so I was offered a full-size pickup instead. They called it an upgrade. With no covered storage area to use for our gear (helmets, driving suits, etc) I held out for a sedan and was offered a red Chrysler Sebring. That seem to be a good fit given our destination but the rental clerk didn't see the connection. I tossed my bags into the trunk and drove back to the airport to pick up Rob, who was coming in from Phoenix on a later flight. It was on that short drive that I figured out that the odometer didn't register tenths of miles and what I thought was 9200 miles was actually 92,000 miles. Inspecting the door jam showed that it was an '06. At least we weren't going to have to be careful with the car. That thing didn't owe the rental company anything; what a moneymaker, even at \$20/ day. The Sebring actually performed rather well for the entire weekend although it was pretty loud

under full throttle, where it spent quite a bit of time. When it came time to return the heap we were only a few blocks from the lot when Rob challenged me to nudge one of those big orange construction barrels with the front bumper at speed. I didn't remember how far those side mirrors stuck out on U.S. cars and as I was watching the clearance between the barrel and the bumper the drivers mirror gave the flasher unit mounted on the top a slap that caused the mirror glass to pop out. Nothing broke but the glass was hanging by some wires and banging against the door. I quickly pulled over and pushed the mirror back in place while my copilot was laughing so hard that he was no help at all. "Here's another fine mess that you've gotten me into." It held together long enough to turn in the car but it was definitely a "last touch" kind of fix. I did tell them that I thought the mirror was loose and should be fixed. That, along with the tire pressure warning light that was stuck on, the inside trunk release that didn't work (key fob only), the visors that had their mirrors ripped off, and the rear doors that wouldn't open from inside in spite of disabling the child proof feature. As you can tell I'm used to driving junk, it wasn't that bad.

We needed to be at the track early the next morning and had gotten up in the dark last year for a banzai run before sunrise that didn't work out that well. This year we had booked an additional night at the Kenilworth Lodge in Sebring. The name sounds like a resort from the '20s and that's exactly what it is, or was. We had stayed there last year and were happy with the rate. Years ago I heard someone say that when the day is over, the lights are off, and your head is on the pillow, you can't tell if it's \$60/ night or \$150/ night. That may be true, but in this case we knew the minute we opened our eyes. At least we had our own bathroom, even if it was one step up from the bedroom. It wasn't like we were spending any time there, so it worked out just fine. Besides, they offered a free breakfast each morning and we knew it was good because of all the retirees that showed up at 6:00 am. Kind of like looking for a good highway restaurant based upon where all the truckers have stopped. Not a bad idea but don't be fooled by the crowd at Hooters, it's not the menu that caught their eye.

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# Flat Sixer

John Bergen



I was going to make this a light-hearted column, and I will get to the trivial stuff soon, but I wanted to just take a moment to capture my thoughts here with regard to what recently happened in Japan. The devastation that has been and continues to be dealt out to Japan is mind-boggling.

It wasn't bad enough that the island nation was hit by an 8.9 Richter scale earthquake, it then got slammed by a Tsunami and, to add insult to injury, it has two nuclear reactors that are in the process of melting down. Man what a tragedy. This kind of natural disaster always makes me pause and reflect.

There seem to be many more of these disasters happening. Maybe Al Gore was on to something. You never know when your number is going to be up. It could happen at anytime. We all, or at least I can speak for myself, live life in a happy obliviousness. I have to admit that I kind of like to live that way, enjoying life to its fullest and living each day like it is your last.

Speaking of living each day like it's my last, I

***I have been on the hunt for a new track car... I am happy to say that I have found one. It is a 1996 993 and I am excited to pick it up.***

am still looking at driving schools. Ideally, I'd like some company when I go but if I have to I will go it alone. One of the schools I am considering is the Bondurant School in Arizona. They have three- and four-day Grad Prix schools that might be good for me. I am also looking into Bertil Roos as well as the ever-present Skip Barber.

There are two things that would swing me towards Skip Barber, one being Lime Rock and the other being Laguna Seca. I have heard that Skip Barber isn't the best school and that it is expensive. So I will need to weigh the desire to drive Laguna Seca and/or to improve at Lime Rock, versus getting a better all around driving experience. If anyone has opinions about these or other schools feel free to share them. I've already consulted with both Penn Young and Jerry Pellegrino.

As you all know I have been on the hunt for a new track car. Well I am happy to say that I have found one. It is a 1996 993 and I am excited to pick it up. I know I had said that I was looking for another 964, but a 993 isn't too bad plus it is still an air-cooled 911. The car is well set up already for the track; the only thing it is lacking is a full

roll cage. It does have a roll bar but I promised Dot that my next car would have a cage. So this will be something I look into right away.

Now that I have the track car almost secured, I need to begin picking out track dates. Most of the guys I hang with at the track are already locked and loaded for many events. They have actually been torturing me by e-mailing all of their agendas. Unfortunately I won't be able to attend as many events as they are, but at least I'll get in three or four good ones, sans Canada of course.

It will be good to get back into the saddle. I may attend a few autocross events so I can see the differences in handling between the 964 and 993. I wouldn't want to try and explore the limits on the track if you know what I mean. Better to do it in a fairly safe environment. Who knows if I do well enough in the events maybe I will keep competing for the season. The helmet bags given out for the class winners were most excellent and I wouldn't have minded winning one of them. This year's prize has to be as good if not better!

Well there isn't much else going on in the Bergen household. Dylan and I are still keeping our eyes peeled for a project car. I may try and attend the NER event at Larz Anderson on April 2nd. If I do go I will try and bring Dylan along since I think he would enjoy it. Then there is the upcoming Ramble at the end of April which we are all looking forward to.

In the mean time I continue to grind away down in Connecticut. I am glad to see that winter appears to be coming to an end here in New England. This year has been one winter to remember. I'll be glad to see it gone.

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!

# Minutes Of The Board

Joyce Brinton – March 10th, 2011 NER Board Meeting



**A**ttending: Joyce Brinton, Fedele Cacia, Karen Cohen, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, Bill Seymour, Matthew Wallis, Michelle Wang

The meeting was called to order at 7:35 pm at the home of Bruce Hauben and Joyce Brinton after the assembled had enjoyed dinner and conversation.

Chris Mongeon presented the treasurer's report which was accepted unanimously.

Adrienne relayed the Membership report which had been provided to her by Amy Ambrose who was unable to attend due to illness. Membership continues to remain pretty steady.

A suggestion from one of NER's members to add email addresses to the bylines of those writing articles in the Nor'easter was discussed. It was agreed that authors wishing to provide this information would be encouraged to do so; however, it was noted that most articles are prepared by officers of the Club whose email addresses are provided elsewhere in the newsletter.

Robert Cohen reported that once Steve provided the link to the application for PCA National's Public Service award he would complete it based on NER's efforts to support Angel Flight NE.

Steve reported that he had received an invitation for NER to participate in the June 12th Nantasket Beach Car Show which benefits the Jimmy Fund. It was agreed that Adrienne would put something in the Nor'easter to alert our South Shore members to this opportunity and we will post information on the NER website.

NER's recent spontaneous dinner in February in Maynard had 16 people attend including a number of new members. The next several of these events will be at PF Chang's in the North Shore Mall (March 16th organized by Adrienne) and in Westport (March 31st organized by Bill Caterino). In April or May there will be spontaneous dinners on the South Shore (organized by Bob Wareham) and in Central Mass (organized by Scott Garieri) For all of these, email blasts will be sent out about a week in advance.

If other members from Rhode Island, the South Shore and Central Mass would like to put something like this together, they should contact Steve so that plans can be made and members can be notified.

The Board discussed several of the By-law changes under consideration and requested that the committee prepare another draft for review at the

next meeting. It is anticipated that the proposed revised By-laws will be submitted to the membership for approval in the fall.

Joyce volunteered to edit the descriptions of the duties of each of the Board members so that these can be posted on the website. Hopefully this will result in greater interest among the membership to seek Board positions and/or to contact Board members to offer their assistance.

Bill Seymour reported that the AutoX Committee will meet on March 20th at which time they will discuss some of the comments provided by those who responded to the Member Survey. The AutoX Committee has already identified several things they can do to incorporate ideas coming from the Survey.

Bill reviewed the Member Survey results with the Board and highlighted some of the findings that should help the club seek sponsorship and devise programs that will be of interest to the membership. Both Bill and Steve will be writing about the Survey results in their Nor'easter articles.

Bruce Hauben reported that the Spring Ramble already has a wait list of 20 cars. He has worked with the Equinox to come up with a plan that should permit at least 18 of those to attend although they will have to be in a separate room for the Saturday night dinner. If this level of par-

*continued on page 43*

## Happy PCA Anniversary

### Thirty Years

Michael Carano  
Robert Cohen  
Robert Stevenson

### Ten Years

Hank Jonas  
Jay Rudolph  
Mark Allin  
Robert Perlmutter

### Fifteen Years

Eric Kessel  
Frank Karlicek  
James Dempsey  
Moosa Moosa

### Five Years

Dan O'Donnell  
Phillip Phillips

# Ahead of the Curve

*Fedele Cacia*



The Chinese New Year, often called Chinese Lunar New Year, although celebrated on the 1st day of the 1st lunar month, is actually celebrated with a huge feast; demonstrations and lion dancing by the various Chinese Marshal Arts for three or four months.

The Chinese New Year is also celebrated in countries and territories with significant Chinese populations, such as mainland China, Hong Kong, Indonesia, Tibet, Macau, the Philippines, Singapore, Taiwan and Thailand.

The different schools take turns to put together these celebrations and put on extensive on-stage Kung Fu, Ti Chi and weapon demonstrations for the entertainment of their guests.

As a long time friend and Karate associate of the former Chinese Masons President, I am honored to be one of these said guests.

Every year in March it is held at the famous China Pearl restaurant in Boston's Chinatown. Countless courses of fine food are served and enjoyed along with charming company from

culture; I had better perform well!

I was introduced and summoned to the floor. After bowing to the necessary heads, I began! With full focus as I ripped up the floor with as much strength and power that I could muster, I could hear the silence of the crowd. They had stopped eating and talking to see what this westerner in a strange white Gi and bare feet, unlike their black Gis and Kung Fu slippers, had to offer. As I concluded my demonstration and bowed out, I heard the crowd explode into applause, as my family looked on with pride. I had not let them or my system down!

It was a great night, fine food, great company and photographs with true masters for the local newspapers.

Oh, and, an interview with an Asian newspaper reporter who didn't speak a word of English; that didn't go so well!!!!

I was approached that night by several people who wish to visit and train with me at my Do-Jo in Natick!

Happy New Year, the year of the Rabbit!  
AdministrativeVP@porschenet.com

***Karate, although very similar to many Chinese Martial Arts such as Kung Fu and Ti Chi internally, is somewhat different in its presentation...***

some of the most talented Martial Artists schools in New England.

Every year I bring my Gi, karate uniform, as I am asked to demonstrate my Karate skills on the floor in the form of a Kata, pre-arranged movements against imaginary opponents,

I am honored to have this privilege bestowed upon me.

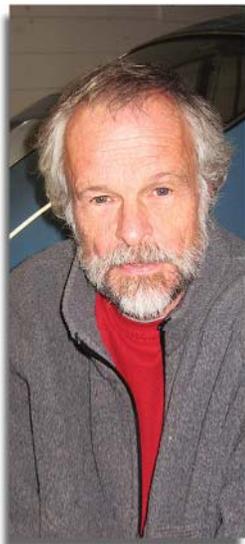
Karate, although very similar to many Chinese Martial Arts such as Kung Fu and Ti Chi internally, is somewhat different in its presentation, being of Japanese origin. Although Chinese Arts can sometimes be demonstrated with power, they are typically softer and more flowing than those in their regimental Japanese cousin, Karate.

As I went to a vacant room on the third floor to change, I left my car keys and valuables with my wife and kids. I slipped into my Gi in these unfamiliar surroundings, leaving my western suit and shoes behind and headed for the demonstration area. Now it's just me against a crowd of a couple hundred Asian Martial Artists that are reared and trained in the traditional ways of the Eastern



# The Long and Winding Road

Bill Seymour



**T**urbo and Gordo Go To School. Turbo here. I'm a dog. Bill asked me to write his column for him this month because I had such a good time at the autocross school. "Write" isn't exactly it because what I really do is tell the story to my friend Gordo and he puts it in the computer, just like I say it. My paws are a little big for the computer. *Yeah, right. He blames his paws but he can't spell and he thinks a mouse is what I chase in the basement. I'd point out that he is a dumb dog but that's redundant. I agreed to type what he tells me but I reserve the right to add clarification as required. And, by the way, I'm Gordo, the cat.*

You humans are lucky. You can drive a car all by yourself. But if I'm sitting up high enough to see out and steer, I can't reach the pedals. So I team up with my buddy Gordo — he stays down on the floor and pushes the pedals when I bark to him. It generally works okay, but we pretty much have to stick to driving the minivan, which is an

***Anyway, we heard that at an autocross you only have to get into second gear and then after that it's all gas, steer and brake.***

automatic. We tried to sneak out with the Cayman once but Gordo got all confused with the clutch and everything and we scraped the garage door. Bill was mad. *I got confused with the clutch? You were the one steering, fish breath! I can only do what you tell me to do.*

Anyway, we heard that at an autocross you only have to get into second gear and then after that it's all gas, steer and brake. We could actually drive the Porsche! So I gave Bill and Rosemary a sad puppy face and they agreed to give it a shot. *I'll give him that; the sad puppy face is the only thing he does well.* We got up very early on the day of school and drove to some place called Fort Devens. I'm not sure what Bill put down on the registration form because when we got there Mr. Cowen (Editor note: Jon Cowen is Autocross Registrar) asked me for my license and PCA card. I showed him my license and my rabies tag too but I didn't have a PCA card. Gordo says it is a Pet Control Administration card. *If you look up "gullible" in the dictionary you find a picture of a dog.* But Mr. Cowen was nice and said we could drive. *I slipped him a twenty.*

The first thing we did at the school was listen to

a nice talk about how to drive. Some of it was over my head but I really liked the part about the ocular driving. That's kind of like the way I chase squirrels! *He pronounces "ocular" as "ockler" — he could be George W's dog! I thought the chalk talk was good but it didn't go into left foot braking very much. Of course, with four paws and cat reflexes I have a few more options than humans. If only I didn't get all my information filtered through Bonehead!*

After that we did some driving exercises. Gordo is good with the clutch and the gas but we needed a little practice shifting to second. I have to move the stick thing with my mouth so I can't see to steer when I shift. We didn't hit anyone but I think a couple of people had to jump out of the way. Then a few times when we were doing the exercises the car would go all funny and spin to a stop. The instructors kept telling me to turn the wheel the other way when that happens to keep the car from spinning around. They also kept telling Gordo not to push the PSM button.

Gordo says that stands for Please Stop Meddling. *You know the motto: in a spin, four feet in! Hey, how are you going to learn the limits if you never cross them? That PSM is for kittens, not real cats.*

After the exercises we had lunch. I practiced my sad puppy face and made out pretty good. While we were eating Mr. Mann changed the cones around to make a short autocross course. We were all excited about trying it out but they split us into two groups and Gordo and I had to work first. *Dog ate enough pizza to feed half of Ayer. I was amazed he didn't boot in the afternoon driving.* What we had to do for work was stand on the pavement and retrieve cones that got knocked over by the cars. I got to run around a lot and it was really fun. *I showed Stupid where to put the cones after he shagged them. That Tom Sawyer got nothing on me.*

But finally we got our turn to drive. Our instructor was Mr. Rouhart and he was nervous — dogs can tell you know — but we'd done the exercises so Gordo and I were ready to go. Mr. Rouhart told us to go slowly the first run to make sure we knew the course so I barked less to Gordo and we went pretty slow and it was OK except I ran over one cone. *I thought I'd better take it easy until the pizza was digested.* The second run I barked a little more and Gordo pushed a little harder on the gas and the brake. We went really fast and it was great fun.

*continued on page 41*

# Upshifting

Bruce Hauben



Elsewhere in this issue you'll find at least one and maybe more full report(s) detailing the methodology and results of a club survey recently completed. You all should have received it, and the response rate was exceedingly high, I believe an indication of your (our members') interest in NER and the activities available. The purpose of the survey was to gain feedback about what's being done right, what could be improved upon and how, and some general member information that might interest and attract additional club sponsors.

I was gratified to learn that my two areas of responsibility were among the main reasons members joined the club, and represent activities in which a majority responding have, or plan to, participate: Drivers' Education (track driving) and our Spring Ramble. Twenty-six percent of those responding have participated in a Ramble

## ***Effective communication with the members, always important, has become a top priority.***

and 48% who haven't would like to. Thirty-nine percent of you have participated in a DE event and 42% would like to. Autocross, attending a Concours as a spectator, our Tech Sessions, Tours and the annual Holiday Party also were high in one or both of those categories.

An area that I found disturbing, along with the rest of the board, was the high number of you who "need more information" or need the club to do a better job of getting information out to you. This was one of the reasons for the survey, and the board is certainly taking the comments to heart. Whether perception or reality, the bottom-line remains the same. Effective communication with the members, always important, has become a top priority.

Something I mention over and over in the NOR'EASTER, and anytime given the opportunity, is our website, [www.porschenet.com](http://www.porschenet.com). It's a veritable fountain of information, and a resource that I fear is not used nearly often enough. Most of us have become as accustomed to relying on Google®, Yahoo®, Bing® and their ilk for information and research as we are to breathing. I suggest that [www.porschenet.com](http://www.porschenet.com) become similarly ingrained into your mindset.

Start with the monthly NOR'EASTER. Depending

upon the time of year, a third to more than half of you subscribe to this monthly hardcopy; a survey several years back showed that many find it too difficult to read their laptop on the throne. That means that as many as two thirds of may not be getting the information mailed to you monthly. Well, it's also online at <http://www.porschenet.com/JCMS/content/view/57/50/> and, in fact, archived all the way back to 2006.

The Home Page of [www.porschenet.com](http://www.porschenet.com) has an ever-changing list of "Latest News Updates" and "Popular Topics" along with "NER Upcoming Events" and a wonderfully interactive "Events Calendar." Our web master, Matthew Wallis, deserves a huge round of applause for the thankless task and amount of time the job consumes behind the scenes.

On the left side of the Home Page at [www.porschenet.com](http://www.porschenet.com) you'll find the "Main Menu" that I hope is self-explanatory. Let's spend a few moments with the "Driver Education" as it's an area with which I'm intimately familiar. Opening the sub-menu by clicking on "Driver Education" you'll find:

- Event Dates
- FAQ's for DE
- Requirements
- Technical Inspection
- On The Track
- Run Groups
- Instructor Development
- Registration Info
- DE Event Information

But that's only the beginning, let's do a little mining and look at "On the Track;" a plethora of information for the first timer and/or newer driver. Sub-menus include:

- Driving Terminology
- Flags
- Track Information
- Student Manual
- What To Bring
- Prevent Heat Illness
- R Compound Tires

If that information overload doesn't address your particular problem or question, there's a "Contact Us" link that not only lists NER Board members and Committee Chairs and how to reach these people, but all 13 Track Committee

*continued on page 46*

# Torqued Up

Amy Ambrose



You asked for it! Well, we asked you first if you wish to be technical. We sent you the first NER member survey last month and we were overwhelmed with your many well thought out replies and suggestions of what we can do to make your experience with our beloved club more fun. I will address one about which I have been remiss — the opinion voiced that you would like to know more about the board members, and a way to contact us directly. I joined this club a little less than two years ago after buying a Boxster and looking for a way to get the most from my driving experience with it. The club was founded on a shared appreciation and admiration for our four-wheeled friends. To that end I have found that central focus tends to eclipse all else. What I mean is, I have noticed an oddly interesting phenomenon that I haven't experienced with any other club. Generally when you meet a new person you ask each other questions until you find common ground and you have that aha moment of either

***The club was founded on a shared appreciation and admiration for our four-wheeled friends.***

mutual friends, interests or beliefs. Here the shared love of our automobile has already been established so the rest of our personal details fall away as secondary and frankly, not the most important reason we are here. A few weeks ago I bumped into one of my instructors, Penn Young, and we both marveled at the fact that neither of us knew what the other did for a living. How odd. I have spent hours chatting with him and all I really know is he adores his wife, enjoys his cars and holds an enviable lap time at the Glen. We laughed about it and I proceeded to tell him that I am an antique dealer by day. I specialize in 18th and 19th century German and English porcelain — Chinese export when I can get it. I sell it mostly through the Internet, having unearthed the major collectors worldwide through eBay.

I grew up outside Chicago and my grandparents there had an antique store in their home. As a child, my early memories were of strangers coming in and buying paintings right off their wall. Don't all grandparents do that? I'm constantly asked if I have a store. "Noooo, I don't think so," is my vigorous response. I don't want to wait for people to come to me and, anyway, I don't

believe the customer is always right so I would be spending inordinate amounts of precious time throwing people out of my shop. Ohhh, don't get your knickers in a twist. I speak in jest, with tongue is firmly implanted in the side of my cheek where it always is. But think about it, though. Always? I truly abhor absolutes, as it is impossible to be always something. I mean who is really that good to be always? And why can't we just laugh about the crazier things in life? We all know it could be over in the blink of an eye; who knows what tomorrow will bring?

What brought me to Boston? Well college did. I graduated Gordon College on the North Shore with a BA in Economics. I had hoped to get a business degree but econ, was as good as it got with a small Christian liberal arts college. I haven't always made my income with antiques; they had been relegated to hobby status until about 10 years ago. I have however, sold what feels like everything under the sun. The gamut ran from gold options with EF Hutton, security systems, automobiles (Hi Ira!), and nursing home insurance. Give me something I believe in and I can sell it. The Internet brought my little antique hobby into the realm of a real job, status that allows me to track-drive my car as a hobby. I love it when a plan comes together. It is always like that... isn't it? Hey I just remembered that I forgot to ask Penn what he

does for a living. Too much about me, me, me. So Penn... what is it that you do?

Amy.c.adler@comcast.net

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## 2011 Calendar At-A-Glance

### April

- 2 Brian Redman Visit
- 3 NER Autox School@ Fort Devens
- 8-10 DE event at NHMS with NCR
- 13 Board Meeting
- 17 New Comer's Mtg
- 29 -30 NER New England Ramble

### May

- 1 NER New England Ramble
- 5 NER Novice Day @ NHMS
- 11 Board Meeting
- 14-15 Zone 1 Concours & Rally
- 15 NER Autox @ Fort Devens
- 18 Cooking School
- 26-29 Zone 1 Club Race @ Watkins Glen
- 29 NER Autox @ Fort Devens

### June

- 4-5 NER DE @ NHMS
- 8 Board Meeting
- 12 Nantasket Beach Car Show
- 17-19 Zone 1 48 Hours DE @ the Glen
- 19 German Car Day @ Lars Anderson

### July

- 7-9 NER DE @ Calabogie
- 9 NER Autox @ Fort Devens
- 11-13 NER DE @ LCMT
- 20 Board Meeting
- 31 Porsche Parade, Savannah Georgia

### August

- 1-6 Porsche Parade, Savannah Georgia
- 7 NER Autox @ Fort Devens
- 10 Board Meeting
- 15 NCR DE @ LRP
- 26-28 NER DE @ Watkins Glen
- 26-28 Zone 1 Autox @ Fort Devens

### September

- 3 NER Autox @ Fort Devens
- 7 Board Meeting
- 10 PorscheFest Concours d'elegance
- 15-18 PCA Escape 2011 Flagstaff, AZ
- 15 NCR DE @ NHMS
- 16 NER DE @ NHMS
- 17 NER Autox @ Fort Devens

*continued on page 41*

## NER's Annual Newcomers Meeting Sunday, April 17th, 12:30 pm Hosted by Ira Porsche in Danvers

The Northeast Region of the Porsche Club of America is one of the most active, event-packed regions in the country, and provides all kinds of opportunities for Porsche people to learn about and enjoy their Porsche's capabilities. The club also allows you to meet and hang out with people who enjoy their Porsches as much as you do.

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

- **Driver Education** — Want to learn to drive your Porsche in a safe, high-speed environment (i.e. on professional racetracks)?

- **Autocross** — Think you can drive really fast between, around and through a course marked with bright orange cones?

- **Concours d'Elegance** — Looking for a place to show off that beautifully restored or clean street Porsche? Find out how others do it, and learn what products to use to make your car really look its best.

- **Rally/Tours** — Learn about some cool up-coming trips. This year we're headed to beautiful The Equinox Resort in Manchester Village, VT. See registration details for this event in this issue of the NOR'EASTER.

- **Monthly Meetings & Tech Sessions** — Eager to learn more about your car, or just soak up Porsche technical information? Guest speakers, technical sessions, visits to famous restoration shops and driving tours are featured events each year. There is no better way to get to know your fellow Porsche enthusiasts.

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

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

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

Registration request: NewComers Meeting - scheduled for April 17th @12:30 with light lunch

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Phone \_\_\_\_\_ email \_\_\_\_\_

Please pre-register for this event by March 9th; send this form to:

Fedeledacia, 158 Walnut Street, Natick, MA 01760; or email me at : fedeleledacia@verizon.net



2011 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



## NER Driver Education & Novice Day

**Tuesday, May 5th 2011**

**Registration Opens March 1, 2011 at [www.clubregistration.net](http://www.clubregistration.net)**

It's not too early to plan your first track day for 2011, and all the rest of the track season with NER. May 5th is our annual Novice Day combined full DE for signed off drivers. While it's not essential that first time track drivers make this your first event, it's certainly a good way to get started. Many of us (maybe most of us) got started in regular DE events without the benefit of a Novice Day so if you're unable to join us May 5th, make sure you do give DE a try ASAP. You'll be kicking yourself wondering why you waited as long as you did.

Novice Day is an opportunity to drive part of a NASCAR oval and the attached road course at NHMS with many other first timers. Whatever pucker factor there may be in one's first track event will be spread among the 30-40 (normal new driver count at this event) like minded drivers, new friends with whom to share your concerns and thrills.

The day's events are still being finalized but essentially the parking lot exercises will be swapped for additional time on track. Novices will be in their own run groups with experienced NER/PCA instructors. There will be class time before you're on track to help get you ready and later to answer your many questions.

DE students with three or fewer track days are welcome to sign up for this event and join the Novices. Green and Yellow run group drivers with more than 3 days may sign up for the waiting list. If we have enough instructors for an "experienced" student run group, we will schedule that... INSTRUCTORS, please sign up early!!

For solo drivers in Blue/White/Black... sign up early for this early season DE!

Registration for all NER DE's opens March 1. Sign up early to ensure your space!! Visit <http://www.porschenet.com/JCMS/content/view/330/140/> for our full schedule. And please review the DE portion of the website for important tips, data and advice.

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

**Event questions?** Contact Bruce Hauben, Track Chair, [TCChair@PorscheNet.com](mailto:TCChair@PorscheNet.com); or 978-952-8517 before 8 PM.





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

Even if you're an experienced Rambler and have done this many times there are always new wrinkles; please read everything carefully.

***Unless you're a masochist and enjoy queues, get your registration check and form to me early, we're capped at 250 people this year.***

Since our last visit to The Equinox Resort it's been acquired by the Starwood Hotels & Resorts and is part of their Luxury Collection. Extensive renovations have been completed and amenities added while trying to maintain the property's historic character. Check out their web site <http://www.equinoxresort.com/> for full details including The Spa, Orvis fly fishing school, the British School of Falconry, golf and other activities.

Don't forget that Manchester is a major shopping, recreation and dining area where you may wish to extend your stay: <http://www.manchestervermont.net/>. Hildene, the home of Abraham Lincoln's descendants until 1975 is fascinating; The Southern Vermont Arts Center and Land Rover Off Road Driving School are all nearby, to mention only a few.

You'll arrive Thursday or Friday on your own, meet up with other early arrivers if you're one, and begin your social and partying activities. Then we'll all convene at 7:30 AM on Saturday in the Colonnade for registration, a Continental Breakfast, and drivers' meeting and be on the road by 9:00 AM heading to our lunch stop via wonderful back roads in VT and NY. Following that respite we'll follow an equally fun, back roads return to the The Equinox, or if you prefer to get back sooner to begin your partying, massage, hike or whatever simply take the direct route that we'll supply.

For you first timers – a hearty welcome; you've been 15-20% of the group every year. Your registration packet will include a detailed route to and from our lunch stop that Joyce and I have travelled many times revising and correcting. Unlike most other group tours, we drive on our own (not in lock-step with a leader) though usually in pods. Stop at an antique shop when you want and pick up the next pod coming down the road. Don't like the pod you're in, pull off and join the next pod.

Our Saturday night Equinox Resort rate includes your room, hors d'oeuvres during our cocktail hour (cash bar after you've consumed your two freebies per person), Saturday night dinner (jackets for men) and Sunday morning full breakfast buffet, resort charges and is inclusive of all service charges, gratuities and taxes. The Friday night rate is your room only, inclusive of all taxes and gratuities, and is also applicable for Thursday and Sunday nights.

The Equinox	Single	Double
Friday	\$149.75	\$149.75
Saturday	\$259.00	\$379.00

Finally the details:

A) Send in the registration fee (which includes continental breakfast at The Equinox and lunch on Saturday plus incidentals— THIS REGISTRATION FEE IS THE SAME AS LAST THREE YEARS) of **\$55 per person (\$75 per person after March 1)** with your completed entry form below. **PLEASE PRINT LEGIBLY; IF I CAN NOT READ YOUR EMAIL ADDRESS... YOU GET THE PICTURE! Please differentiate between "1" and "l", "8" and "B", "0" and "O", etc. Use an email address that you check frequently.**

B) Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases. The Equinox reservations are cancelable by calling them through April 15, 2010.

C) Shortly after your entry form and check are received you'll get an email from me with **FURTHER DETAILS including** The Equinox phone number to be used in making your reservation. **DO NOT CALL THE EQUINOX AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL – IT WILL NOT WORK - & WILL GUM UP THE PROCESS.**

D) If you do not get my acknowledgement within two weeks of mailing your registration – **CONTACT ME** as something has gone awry. **I'm away 2 weeks in mid February so factor that into the equation.**

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

F) Rooms canceled after April 15, 2010 are non-refundable.

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

**2011 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter**

Entrant/Co-Entrant Names: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone (day - optional): \_\_\_\_\_ Phone (eve): \_\_\_\_\_

Email: \_\_\_\_\_

Porsche: Year/Model/Color: \_\_\_\_\_ License Plate #: \_\_\_\_\_

Meal Choice: Stuffed Chicken Breast: #\_\_\_ Grilled Salmon: #\_\_\_  
NY Strip Steak#\_\_\_ Mushroom Ravioli: #\_\_\_

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460  
Checks Payable To: NER/PCA

**Circle The Rambles You've Attended**

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

If you were on the '10 Ramble and your registration information was correct in the registration packet, it is only necessary to indicate your attendance in '10

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# 2011 IDE

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ABOGIE NHIS LIME ROCK WATKINS GLEN

# What is Driver Education?

Copy by Bruce Hauben

There are two ways to answer the question.

From a technical perspective, Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on real racetracks in a safe, controlled and fun environment. Typically a DE event is run over 1, 2 or 3 days. Each day having four or five driving groups (divided by experience and skill level) on track 4 times for 20 to 30 minutes each. To ensure maximum safety and fun you're placed in a run group with other drivers with similar experience and skill levels. In the novice groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing or even preparation for racing. The events are not timed and there are no prizes. Prescribed passing zones and rules and codes of conduct add to the safe environment.

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

For this 2011 season we've lined up some great tracks and events; five different tracks as you'll see below, including two favorites in Canada and weekends at NHMS and WGI.

DE is a different experience for everyone. You've got to try it. The only critical components are desire and a car!

Drill deeply into the DE section of our web site, you'll find lots of information and helpful ideas. Hope to see you at the track.

## 2010 Driver Education Schedule – Overview.

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

Event Date	Days	Track	Host	Registration Open Date	Pricing*		
					Inst	Solo	Student
April 8-10	Fri/Sa/Sun	New Hampshire	NCR	See NCR	Free	\$TBA	\$TBA
May 5	Thur	New Hampshire	NER	Mar 1	Free	\$160	\$185
June 4-5	Sa/Su	New Hampshire	NER	Mar 1	Free	\$320	\$370
July 7-9	Thur/F/Sa	Calabogie	NER	Mar 1	\$275	\$495	\$585
July 11-13	M/Tu/W	Mt Tremblant	NER	Mar 1	\$285	\$525	\$595
Aug 15	Mon	Lime Rock Park	NCR	See NCR	\$75	\$195	\$195
Aug 26-28	Fri/Sat/Sun	Watkins Glen	NER	Mar 1	\$270	\$495	\$570
Sep 15	Thur	New Hampshire	NCR	See NCR	Free	\$150	\$175
Sep 16	Fri	New Hampshire	NER	Mar 1	Free	\$160	\$185
Oct 10-11	M/Tu	New Hampshire	NCR	See NCR	Free	\$300	\$350

\*Subject to change

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

### Contact Information:

#### Northeast Region (NER)

#### Registrar

Mark Keefe - 508-529-6127

#### Track Chair

Bruce Hauben - 978-952-8517

#### Event Registration

www.clubregistration.net

#### North Country Region

(NCR) www.ncr-pca.org

#### Registrar

John Lussier - 802-728-4457

de-registrar@ncr-pca.org

#### Track Chair

Mark Watson

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

de@ncr-pca.org

#### Event Registration

www.motorsportreg.com

NHMS - www.nhms.com

NCR - www.ncr-pca.org

WGI - www.theglen.com

NCR - www.ncr-pca.org

LMCT - www.lecircuit.com

LRP - www.limerock.com

CMP - www.calabogiemotorsports.com

continued on page 26

## What's new for 2011?

### Lots of Days, Lots of Tracks, Lots More Fun:

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 20 days of driving on five different circuits; including a return to Lime Rock Park. In answer to many requests, we have 3 weekend events in 2011; two at our home track in Loudon, New Hampshire Motor Speedway (NHMS) with 10 total days there; and a 3-day weekend event at Watkins Glen in New York. Our signature event at Canada's Le Circuit Mont-Tremblant (LCMT), July 11-13, is once again during the free Mt. Tremblant Blues Festival, making it a great opportunity for a family outing. And that event is immediately preceded by a 3-day event also in Canada at Calabogie Motorsports Park, July 7-9 with the 10th set aside for travelling to LCMT, only a 3 hour drive.

### Allegheny Region

Our good friends at ARPCA have been joining us at our Canadian and Watkins Glen events, helping to make them successful. They run their own excellent DEs and this year are at Watkins Glen May 13-15, Beaver Run Aug. 20-21, and Mid-Ohio Sept. 23-25. Full information is on their web site and registration is through MotorSportReg.com.

### For those new to DE:

2011 will feature our annual Novice Day with a few new wrinkles. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 5th and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development (and possibly with pro-driver and coach Dennis Macchio) covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program will include a number of on-track driving sessions with experienced NER/NCR instructors. *Note: While details are still being worked out, the plan is for the Novice Program on May 5th to be focused on true Novices. Since registration numbers are obviously unknown, first time DE participants will be admitted first, followed by Green run group drivers with three or fewer track days experience, and a wait list will be established for more experienced Green and Yellow run group drivers who will be admitted if there are more instructors than required for the Novice group. Solo DE Event: Drivers in the Blue, White and Black run groups may register for the May 5th event and participate in a normal DE day.*

### No more paper... save the planet!

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

registration site.

### Watch the NER Web Site

While we email information to registered drivers the web site should be checked periodically for new and updated information. For example the rates and reservation information for the LCMT hotels with which we negotiate special rates will be posted on the web site at the "DE Event Information" page.

### Registration Process

#### How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the event calendar you will notice the host region is identified. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region.

***The host region's registration web site will be the only point of registration for the events they are hosting.*** This means, for example, for the May 5th Novice Day event you must go to NER's registration website and for the NCR DE events at New Hampshire and at Lime Rock Park you must go to NCR's (the host's) registration web site to register.

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

Under the DE calendar you will find contact details and web addresses for each of the regions. If you have any issues with registering either yourself as a driver or for any particular event, please do not hesitate to contact any of us.

#### When to register:

In most cases registration for all NER events opens on March 1, 2011.

As a general word of warning, be aware that both regions accept entries on a first-come, first-served basis. This year (as a result of the coordinated calendar) there will be much greater demand for most events; we fully expect that most will be sold out very early. Although you cannot register before the registration opening day, ***we strongly suggest you register as early as possible after March 1 to avoid disappointment. This is particularly important for the Green & Yellow student groups as the number admitted to any event is dependent upon the number of instructors signing up. Instructors are notoriously late in registering; so Student drivers, sign up early. It's also particularly important for the Mt. Tremblant event, July 11-13, as only 30 cars are allowed on the track at any time (a maximum of 150 cars for the event).***

### **Other important information about registration:**

Though NER and NCR are entirely separate and distinct regions, we've done our best to coordinate our policies and procedures to make the DE season as seamless as possible. Even so, please familiarize yourself with the host region's policies and protocols by reading the host region's policies as found on their individual web sites. Do not assume the rules you are accustomed to with your home region will be the same as those of other regions. Your standard operating procedure should be to check the DE pages of any region's event you are attending far enough in advance to allow compliance with their policies; AND those may change from year to year.

### **A few registration caveats:**

Registration closes 2 weeks prior to an event:

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

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

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

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

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

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

### **Who can drive in a PCA Driver Education event?**

NER & NCR have the same basic requirements:

- You must be 18 years or older
- You must be a currently licensed driver
- You must not be under the influence of drowsiness-inducing or mind altering substances (prescribed or not) prior to or during the event.

- You are a member of PCA or other recognized car club.

For more information on requirements go to [www.porschenet.com](http://www.porschenet.com)

### **What can you drive at a PCA Driver Education event?**

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

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

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

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

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

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

### **What else is needed?**

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

All PCA Driver Education events require that you wear a helmet while on the track. Both host regions require that these helmets meet at least the SA2005, SA2010, M2005 or M2010. In addition NER will also allow K2005 and K2010 helmets. In all cases SA ratings are strongly recommended for their fire safety qualities. Helmet certifications occur every 5 years and are valid in PCA events for 10 years, so an SA2005 or M2005 (or K2005) helmet will only be valid for five more years.

*Note: If you're buying a helmet this year, the NER Track Committee strongly recommends that you get a closed-face SA-rated helmet for the additional safety it affords.*

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-1/2 lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface although some

*continued on page 46*



## Zone 1 Rally and Concours

Well it's time to think about Spring! Reach under your car covers, loosen those trickle chargers, and shake off the remnants of that winter malaise. The Annual Zone 1 Concours & Rally returns to CVR the weekend of May 14<sup>th</sup> & 15<sup>th</sup>. 2011 for its 32<sup>nd</sup> year. Weekend activities will include a Rally and a Full & People's Choice Concours.

This event is geared for both the novice-level as well as the experienced PCA member alike; offering something for everyone to enjoy. Centered around 2 host hotels, the Crowne Plaza and the Heritage Hotel in Southbury, CT, this event is not to be missed.

Your destination on Saturday May 14<sup>th</sup> is the Heritage Hotel in Southbury CT. Saturday begins with early morning registration at the Heritage Hotel, followed by the Rally preview, and then you're off to match speed and wit against the tricks of the Rallymaster's stock and trade. The rally route should take about 2-2 1/2 hours. Yes, it's all in good fun and the Saturday evening dinner at the Crowne Plaza is not to be missed.

Sunday, May 15<sup>th</sup> is the Concours, bring your favorite car prep potion and both host hotels will provide a designated area for the soap & hose brigade.

Check the Zone1 website (<http://zone1.pca.org/>) for entry information and further details as they become available. Preferred rates have been secured at both hotels so be sure to mention this great event when booking!



Zone 1 PCA is bringing Club Racing to the Glen on May 27 - 29, 2011, hosting the 11th Annual Porsche Clash at the Glen.. Bring your friends and family for a fun, exciting weekend of Porsche racing, with two Sprint races for each race group on Saturday and 90-minute Enduros on Sunday! **At-track registration at the top of the hill will open at 4 PM, Thursday, May 26, 2011.**

We'll have commemorative jackets for all entrants and a Saturday night dinner will be available for a small fee. Door prizes and sprint race awards will be distributed at this dinner. Extra dinner tickets may be purchased in advance. Directions, Maps and Hotel information can be found at [www.theglen.com](http://www.theglen.com). Garages will be available for rental on a first-come, first-served basis for \$150/half and \$300/full for the three days.

For those who would like to have some extra track time at the Glen before the event, the Metro NY Region will be holding a Driver's Education event on Wednesday & Thursday, May 25th and 26th, the two days immediately prior. Information concerning this separate Driver Education event can be found on the Metro NY PCA website at [www.metronypca.org](http://www.metronypca.org) or by contacting the Metro DE registrar, Dave Hartman, at [metrodereg@optonline.net](mailto:metrodereg@optonline.net).

We'll have at-track race registration & tech inspection Thursday from 4:30 to 7 pm to process the large number of participants quickly and efficiently to reduce the Friday morning crowd. All at-track registration will be done at the Watkins Glen Registration Building up the hill from the track entrance. The Registration building will be open all three days for drivers and crew to get event credentials.

Each driver must fully complete registration at <http://register.pca.org> for entry. A Racer's Biography is optional, but highly recommended. To be eligible to enter a Sunday enduro, the car **MUST** also be entered in the Saturday sprint race. Entry in the Saturday sprint races is not required for the second driver sharing a car in the enduro. A mandatory 5-minute pit stop is required during the enduro, although the same driver can drive the entire enduro if he/she chooses to. For the Friday and Saturday sprint races, the second driver of a shared car must have a separate registration and will be placed to a different run group. Questions regarding these procedures should be addressed to Susan Shire in the Club Racing Office ([www.clubrace@pca.org](mailto:www.clubrace@pca.org) or 847.272.7764).

All Entrants are required to have a current PCA Club Racing License. (Completed license application forms must be received by the Club Racing Office three weeks prior to the event.)

We plan to fill up each group with as many cars as the track will allow. If your particular race group is filled to the maximum at the time of receiving your registration and prior to May 20th, your name will be wait listed. All stand-by entrants will be contacted immediately should a slot become available. There will be absolutely no new registration at the track! Final cancellation date to get a refund is May 18, 2011. See you at the Glen! **Registration opens April 11th at 9 PM CST. All registrations must be received no later than May 20th, 2011!!!!**

# It's About Friends!

We need your help to  
run the 2011 Porsche  
Clash Club Race at  
Watkins Glen  
May 27 to 29  
(Memorial Day weekend  
again)



The Clash brings lots of people to one of the best tracks in our region! This is a chance to see a lot of your friends and to make new ones. We need you and your friends as volunteers. It is the volunteers that make this a great event! We ask volunteer help a full morning or afternoon. What do you, your friends, loved ones, any one you could bring with you get?

Every volunteer will get a something likely a Jacket

Work two times	Dinner the nights you work (Thursday, Friday and Saturday)
Work three times or all day Sunday	A \$100 Zone one Gift Certificate (handed out every evening)
Work on Sunday	Something like a Mug or Cap

Remember it's not the car; it's the people that make PCA! Listed below are the areas and descriptions of where we need YOU!

**Registration:** This happens at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone, signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

**Garage Admin:** This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork is also handled here and every volunteer must sign in every day here!

**Tech Inspection:** The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

**Timing & Scoring:** Although the race is timed and scored with computers and in-car radio

transponders, a paper trail is needed too. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

**Grid:** All the cars are "parked" along the grid prior to the start. This year like last the grid is behind the garage over by the turn 10 & 11 straight. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid slot or point them farther down the grid. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

**Enduro pits Monitor:** The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. This group only works on Sunday.

Every one needs to insure they visit the Garage to insure the paper work is done, and that their name is on the list of people that Volunteered.



Please complete all the information below. One form per person and please **print clearly**. You will need to sign-in at the registration. We welcome volunteers for more than one shift. You need to be 18 or older.



Name:	Region:
Address:	Email:
	Phone:
City, State/Province, Zip/Postal code:	Jacket Size: (circle) S M L XL XXL

**Emergency contact information**

Name:
Phone:
Are they at the track with you:    Yes    No

In the chart, below please indicate if you have worked a position before, and indicate when/where you would like to volunteer.

	Registration	Garage Admin	Tech Inspection	Timing & Scoring	Grid	Enduro Pits Monitor
Have you worked						

	Thursday Afternoon/evening May 26th	Friday Morning May 27th	Friday Afternoon May 27th	Saturday Morning May 28th	Saturday Afternoon May 28th	Sunday Morning May 29th	Sunday Afternoon May 29th
Can you work							

Please fill this form out

- Online at: <http://clash.tobe.com>
- Fill it out and email to me at [tobrien@tobe.com](mailto:tobrien@tobe.com)
- Send it to:    Tim O'Brien  
                  1684 Co Rt 1  
                  Oswego NY 13126

If you have any questions please contact Tim O'Brien  
Email: [tobrien@tobe.com](mailto:tobrien@tobe.com)  
Phone: 315 727-1478 (cell)

Version 0 1/18/11

# Autocross at Last! NER Autocross Series

## Event #1 Sunday May 15th, Sponsored by Firefly's

## Event #2 Sunday May 29th, Sponsored by

### Auto Engineering of Lexington



The Northeast Region will be kicking off its 2011 season of autocrossing on Sunday May 15th. The second event is two weeks later on May 29th. Last year 160 members participated in one or more autocrosses. Maybe you were one of them – if so you will probably stop reading this promotion and head to your computer to sign up. OK, so now the rest of you may need some convincing. Let's do this in "FAQ" format...

**Why should I autocross?** Autocross allows you to drive your Porsche the way you'd like to drive it all the time but know you can't! Foot on the floor, cornering at the limit, getting a little sideways – all in a safe setting. You will learn car control skills and the limits of your car in a fun, competitive setting.

**I haven't done it before, isn't it only for experienced drivers?** Ah, that's the beauty of AX (that means autocross, get it?!). AX is a great introduction to spirited car driving. Sure, there will be some very experienced and skilled drivers at our autocrosses. But learn from them, don't be intimidated. We will assign a mentor to first time attendees – someone in a car similar to yours who will be available to answer questions and help you through your first event. We also provide instructors who will ride with you when you request it and coach you to improve. Finally, you can ride with more experienced drivers to learn from them.

**I don't want to get hurt or hurt my car or wear it out.** There are no guarantees in life but you are more likely to get in an accident driving to the event than at it. We take safety seriously. Please see the "Safety" page in the Rules section under Autocross on our website. And as to wearing out your car, this is what your Porsche was made to do! If your car is healthy (we do a tech inspection that covers safety items) then you won't do it any more harm than you would driving it on the street. You'll put a little wear on the tires – get over it! Worried about hitting a cone? Even the worst whack is easily waxed away.

**I only have so many weekends I can do "car stuff" and I want to do Driver Education, I may not have time for AX!** Hold on cowboy! Talk to the DE regulars – I think they'll recommend that you practice your car control skills at a nice deserted airstrip before you attack a track with guard rails and tire walls.

**Yeah, but you don't get to go as fast at autocross as you do at the track.** No, that's true - but try finding your way through a tight sequence of cones at 60 mph and tell me how fast it feels. Also, at autocross you can safely drive your car right up to the limit. And remember that autocross, unlike DE, is a competitive event where you are trying to go as fast as you can.

**I've gone in the past and we sat and waited while the timing lights were fixed.** Fair point. But good news: we got new equipment last year and now have a good smooth routine down. We won't guarantee that there will never be a problem but give us a try!

**OK, OK, maybe I should give it a try. Who is eligible?** Anyone 18 or older can come. Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details. It's a great way for new drivers to learn valuable, life-saving skills!

**What cars are allowed?** If you are a club member you can come in a non-Porsche (bring your membership card and not a truck or SUV, let's not be silly!). Non-members must come in a Porsche. All open cars must have rollover protection: newer open Porsches with built in roll bars are fine, older Cabs will need to have an aftermarket roll bar. Cars do not have to be street licensed.

**Can my husband come too?** Sure, and we'll even let him drive. Two people can drive one car. If it's a Porsche, neither of you need to be PCA members. If it's a non-Porsche you both need to be members (one can be the Affiliate of the other). If a spouse or friend wants to just come and watch, that's great too - and they don't need to be members. Children and pets are welcome but they must be well supervised or on a leash.

**Well, OK, now I'm serious, how do I sign-up?** We strongly urge you to sign up online before each event at: [www.PCANER/MotorsportReg.com](http://www.PCANER/MotorsportReg.com) Not only do you get a discount you don't have to wait in the registration line (which saves us all time and hassle). We won't like it as much, but you can also sign up the day of the event.

**What do I need to bring?** You need a car. No kidding, you don't technically need anything else. But here are some things it would be nice to have...

- A Snell 2005 or later M, K or SA helmet. We have a limited number of loaners but we strongly urge you to buy or borrow a helmet for the event.



- Water. It gets hot and thirsty on unshaded tarmac. We have some water (and offer a sandwich for \$5 as well) but bringing some extra water and maybe a snack is a good idea.
- Protection from the sun and rain. A hat and sunscreen are a fine idea for sunny days, rain gear and a tarp to put over your stuff are good for rainy days.
- Tire pressure gauge. You'll get plenty of advice about tire pressures if you ask so you might want to be able to measure it. Bring something to put air in if you have it. (You can bring a bicycle pump – don't laugh, it works a lot faster than those silly things you plug into the cigarette lighter that come with your new Porsche.)
- Shoe polish or masking tape to make a number on your car. You can borrow some if you forget.
- Chair. You will have some down time (not much) and it's nice to be able to sit outside and chat with your new friends.

**When do I need to get there?** Gate opens at 7. You need to be there before 8 to register. If everyone shows up exactly at 8 we'll have a logjam and be late starting so aim for no later than 7:30.

**What happens after I arrive?** When you drive in you and your passengers will all sign a waiver and then the drivers will register. If you have pre-registered online (as everyone should!) then you won't even need to get out of your car. (Note to you old-timers: we are doing it differently this year and you'll register at the top of the hill just as you enter the airfield.) If you are registering at the event you will park and fill out the registration paperwork. If there's no line it will take 5 minutes.

Once registered, drivers will be assigned a car number. Drive to the paddock, pick a spot and unload your car. You must take out all loose objects, including non-permanent floor mats. Put your number on your car and then drive it to the "Tech Line" where it will be checked for safety. Other than making sure that the car is empty the main checkpoints are: suspension tight and lug nuts secure, no leaks and nothing loose in the engine compartment (batteries are the usual culprit). When your car has been successfully checked it will get a sticker. Also - leave your helmet in the car so it can be checked and stickered.

**Do I get to drive now?** Hold on Hoss, you are getting close. Once you retrieve your car from Tech you should walk the course. There will be a special walk for novices, led by an instructor – highly recommend if you are new. You will probably have time to go around twice if you hurry (remember, it's a mile each time).

And then the drivers meeting! **Everyone must attend.** Yes, there is a little pro forma stuff that will sound like the speech you get from a flight attendant – but it's there for a reason and particularly important for newbies. At the meeting you will be told the run order and what to do if you are a "dual driver" car. Novices will have the opportunity to be paired with a mentor: an experienced driver in a car similar to yours who will be available to answer your questions all day long. We will also identify instructors (who will ride with you if you wish) and explain the passenger policy (you can ride with experienced drivers). You will have a chance to sign up for lunch (probably a choice of Italian, turkey or meatball for \$5). And you will sign up for your work assignment.

**Did you say work assignment?** Everyone has to work at an autocross. We divide the cars into two "run groups" and one group works while the other drives, then vice versa. If you are new, your work assignment is likely to be as a course worker: putting cones back when they are knocked aside. Working is an important part of the day: the event depends on everyone going to their assignment quickly and doing their job right. People who dodge their assignment are disqualified and may not be allowed back. (Note: if for some reason you can't work, need to leave early or are limited in what you can do, see the AX chair and make an accommodation.) And a little secret: when you are working the course, study the better drivers. You'll be amazed how much you learn.

**Now do I get to drive?** Well, yes, some of you do. Remember, half of you now go out to work. The remaining half are further divided into two sub-groups. (All of these divisions are made based on what class your car is in. All cars in the same class run at the same time.) If you are a dual-driver car (for example, husband and wife sharing a car) then you will run in the same run group but in opposite sub groups. So if you are driving, you move your car to the staging area and follow the instructions of the Stager. When you are directed into the start queue (about 5 cars are always lined up and waiting to go) you should put on your headlights if you want an instructor.

**Hot damn! Turn me loose!** Almost ready, calm down. You will be directed to the starting line by the Starter. Cars start about every 20 seconds. When you are next in line, dual drivers should yell over to the timing crew whether you are driver A or B (for example, you might be 16B – they can see the number on the car but need to know whether you are A or B since everyone looks the same in their helmets). When you are at the start line the Starter will tell you when it is OK to go. You don't need to go immediately – your time starts when you break the plane of the lights – so compose yourself for a couple of seconds and then, off you go!

**SCREEEEEEEECH, VRROOOOOOMMMM, RRRRRRRRRRRRRR!!!!!!!!!!!!!!** Right, don't forget to shift. For most courses and most cars you will do the whole run in second gear. Make sure you can find the course (what looks obvious at walking speed is less obvious at 55 mph) before you add too much speed. (If you are constantly off course you will be required to use an instructor.) If you spin, gather up the car as quickly as possible and keep going – remember that a car started 20 seconds behind you. And since

occasionally a car doesn't keep going, stop immediately if a red flag is displayed and wait for instructions. Otherwise, drive as fast as you are comfortable and have fun! Oh, and please don't try to be a hero right at the finish line: our new timing equipment is expensive. After you cross the finish line, slow to 10 mph and exit the course. You can look over and see your time on the display but don't stop (remember that car behind you). Go back to your staging position and wait for your next run.

**Boy that was fun! How many runs do I get?** We try to do 8 runs an event: 4 in the morning and 4 in the afternoon. Sometimes weather or circumstances prevent that but it's rare.

**Did I win?** Yes, this is a competition. Your finish is based on your single fastest run. So a good strategy is to learn the course and experiment a bit on your first runs, try to get a good "clean" run by your 6th run and hope to do even better on the one of the last two. You get a trophy – this year they are pub style pint glasses with our logo – if you are one of the top three in your class. There are also special trophies for the fastest novices (a novice is someone who has never won a trophy).

**Wait, what's a "clean" run – this isn't a Concours is it?** No, thank god. A clean run means you didn't hit any cones. There is a two second penalty for each cone you hit. And if you are "off course" (failed to follow the correct path through the cones) you are disqualified and you get no time for that run. With typical course times of 60 – 70 seconds it is very rare for someone to win using a run that had a cone penalty.

**OK, so when do I collect my trophy?** After everyone has done all their runs, everyone (yes, sorry, a little more work) helps at picking up the cones, taking down the tent and packing up the trailer. You will also have some time to put your stuff back in your car. While all that is happening the timing folks and AX chair are doing the scoring. Come back to the start area where there will be an awards ceremony. You get your trophy, a round of applause and we take a picture that will get in the Nor'Easter.

**And now I'm done?** Well maybe. It's now probably 4 – 5 pm and some folks have commitments that make them head home. But there is likely to be a pretty large contingent that has worked up enough of a thirst to require a stop at a local watering hole. We like to patronize the Ayer business establishments! And, of course, you need to explain to your new friends how you managed to come in third and how you will do even better next time!

**OK, I'm in. Give me the big finish.** The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$45 for members, \$50 for non-members. Additionally, members may sign up for all 5 NER Autocross Series events in advance for \$140 (a \$35 savings). AND if you sign up for the season online before the first event you get a t-shirt!

We look forward to seeing you at this first event. Questions: contact AX Co-Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Jon Cowen (jcowenner@gmail.com).

#### **Directions to Fort Devens**

From I495 or Rt. 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 stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines.



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Not only do you get the school but dinner is also included in the entry fee of \$15 per person. Space is limited so we ask that you preregister with Fedele Cacia our Administrative VP. who will also take any questions you have. fedelecacia@verizon.net



Name(s) \_\_\_\_\_

Email address (print please) \_\_\_\_\_

Contact phone number (eves.) \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Payment make payable via check to NER/PCA Number of people \_\_\_\_ X \$15 Total enclosed \$ \_\_\_\_\_

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2011 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



**Saturday/Sunday, June 4-5, 2011**

**Registration Opened March 1, 2011 at [www.clubregistration.net](http://www.clubregistration.net)**

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](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com). Pricing for the event is as follows:**

Green and Yellow Group Students	\$370
Signed off Student	\$320
Instructors	No charge

Garages will be available on first come first serve basis for \$50. 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](http://clubregistration.net) profile.

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

**Event questions?** Contact Bruce Hauben, Track Chair, [TCChair@PorscheNet.com](mailto:TCChair@PorscheNet.com); or 978-952-8517 before 8 P





2011 NER DRIVERS EDUCATION EVENT

**CALABOGIE  
MOTORSPORTS**

# 3 DAY DE @ CALABOGIE

with a DE Enduro

Co-Hosted with North Country Region & Rennsport Region



**Thursday - Saturday, July 7 - 9, 2011**

**Registration Opened March 1, 2011**

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

CMP was a brand new in 2007 and is a 5.05 km (3.03 mile) road track with 23 turns, 65' of elevation change and a 2,000' main straight. It is located just west of Ottawa and is a short 490 mile drive from the Boston area. And if you combine this event with NER's LCMT event on July 11 - 13, Calabogie is just a 160 mile drive from Mont Tremblant that will take less than four hours.

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

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

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

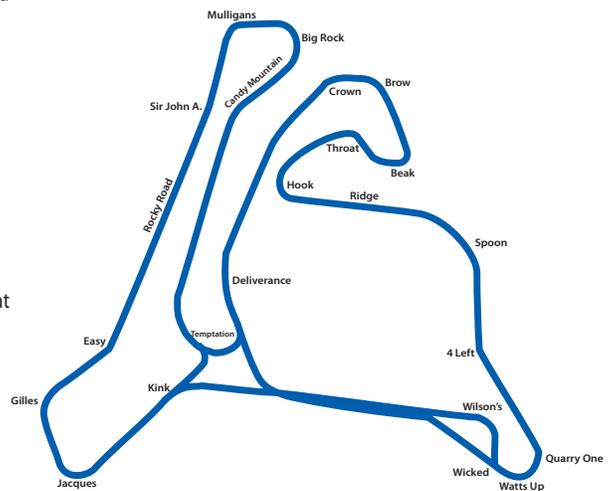
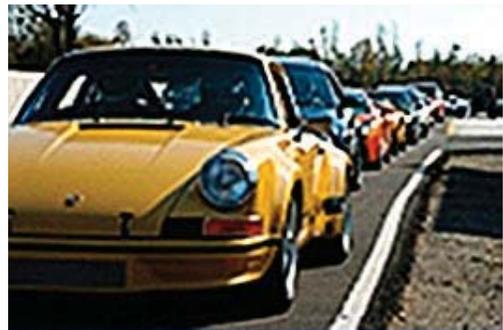
Registration for this event will be handled by NER through: [www.clubregistration.net](http://www.clubregistration.net) and full DE info is available at [www.porschenet.com](http://www.porschenet.com)

Students	\$585
Signed off Drivers	\$495
Instructors (before June 21)	\$275
(June 21 and later)	\$350

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

**Registration questions?** Contact Mark Keefe, Registrar at [TCReg@PorscheNet.com](mailto:TCReg@PorscheNet.com); or 508-529-6127 before 8 PM.

**Event questions?** Contact Bruce Hauben, Track Chair, [TCChair@PorscheNet.com](mailto:TCChair@PorscheNet.com); or 978-952-8517 before 8 PM.





# Mont Tremblant Hotel Choices July 11 – July 13, 2011

I've negotiated some fantastic hotel rates for our LCMT DE drivers and their families. Remember that all rates are subject to the usual 3% Tremblant Fee; 5% GST and 8% PST.

The Fairmont Hotel (5 Star) fairmont.com/tremblant base room rate for us is \$169 CAD; Deluxe Rooms begin at \$199 CAD and Suites begin at \$269 CAD; single or double occupancy. Children under the age of 18 stay free in parents' room; the WiFi charge has been waived; secured valet parking is \$19.50 CAD per night. You may self-park if you prefer (still \$19.50/night) but it's really convenient to call from your room and have your car/truck waiting for you at the front door. And if you've got a big truck you don't have to worry about finding an outdoor space, the hotel handles that for you. You get a 5 Star hotel, WiFi, SECURE parking, pools, spas and other amenities. These rates are 25-30% off the published rates.

The Reservation Department number to call is 1-877-277-3767; mention our group "Porsche Club of America – Race Track & #1177451". The rates are good until June 10, 2011 or room availability. We have 20-35 units available to us from July 10 – 13, but these rates apply from July 7 – 17 depending on availability. Cancellations within 72 hours of scheduled arrival, no shows and early departure are subject to a penalty of full stay guestroom room price plus applicable taxes. In other words, cancel more than 3 days prior and you're fine.

Lodge de la Montagne and La Tour Des Voyageurs www.Tremblant.ca base room rate for us is \$109 CAD; Studio at \$116 CAD; 1 BR Suite at \$135 CAD & 2 BR Suite at \$181 CAD; there is a fee for WiFi and unsecured indoor self-parking is \$10 CAD/night. So you get a reputable 3 Star hotel (for first timers this or its equivalent is where many have stayed in the past), unsecured indoor parking, pools, spas, on site water games for kids, and other amenities.

Le Sommet Des Neiges Hotel rate for a 1 BR Condo is \$148 CAD; 2 BR Condo is \$194 CAD; and 3 BR Condo is \$285 CAD. There is a fee for WiFi and unsecured indoor self-parking is \$10 CAD/night in this 4 Star hotel.

The Reservation phone number for the above three hotels is 1-866-253-0093; our booking code is 2MR3YG. These rates and rooms are good until June 10, 2011 or room availability. No deposit will be taken at the time of reservation. Cancellations within 3 days of scheduled arrival will forfeit one night's room rate. These rates are 30% off the published rates.



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# German Car Day

Sunday, June 19, 2011

First Museum Lawn Event of the Season!

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# Our First Spontaneous Dinner

Copy By: Martha Dow, Photos by Adrienne Ross (care of Ann Marie Luhrs)

Never let it be said that the Northeast Region is not up on all the latest trends. Especially when we are all desperate from being buried under snow banks for the entire winter. An email suggestion that we should gather at a Chinese restaurant on a Wednesday night for General Gao's chicken and conversation sounded wonderful, especially since February 16 is the Dow's wedding anniversary and we had nothing else planned. Yes, in 1963 we had a '62 roadster and we drove it to Quebec City for Winter Carnival. In those days, children, Porsches loved to travel in ice and snow. They laughed at blizzards, and if things got too bad, one wrapped chains around the tires.

Our current 911 prefers to spend the winter in the garage, but there was one Porsche in the parking lot of the Oriental Delight in Maynard, and eventually 17 people arrived. Newcomers or veterans like us, we all had our stories of surviving the winter and remeniscenses of our favorite cars, mostly Porsches and VWs. Everyone agreed that Steve Ross's idea of getting us out of our dens for some human contact and conversation was a good idea which should be continued in other sections of our region. Keep an eye on the web site for further adventures, not necessarily Chinese.



*Penn and Emily Young at our first spontanious dinner.*



*The Dows, Amy and Steve.*

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# NER Gets Good Lessons at Autobahn Performance

Copy by Win Perry, photos by Adrienne Ross

On a Saturday morning in February, trying hard to be spring-like, 55 intrepid members of Northeast Region gathered at Autobahn Performance in Peabody for a Tech Topics meeting. Our subject was the evolution of the systems in our Porsches. Despite the still snowy ground, there were a few 911s and a Boxster to be found in the parking lot. As is our custom, first there was time to talk with old friends and introduce ourselves to new members warm up with plenty of coffee and, instead of the usual offerings from Dunkin Donuts, we enjoyed home-baked pastries, courtesy of Joan and Katie Hetherington. In the interest of full disclosure, Autobahn Performance takes care of my street GT3 and owner Rick Hetherington has pretty much built my Boxster and 944 racecars. I am certainly a satisfied customer.

The meeting was opened by our President, Steve Ross, who welcomed everyone, updated us on upcoming NER events, and asked our new members and first time attendees to introduce themselves. After the intros were done, Steve turned the floor over to Rick for the first presentation.

Rick spoke about sparks and gas, that is the evolution of ignition and fuel delivery systems in Porsches. He started off with

a really nice poster of a simplified 356 ignition and fuel system: a carburetor for the gas and a coil and distributor (with points!) supplying voltage to the spark plug. I know you can't run a modern engine like this and no way could you meet emissions standards, but the simplicity and 'mechanicalness' of these early systems are really appealing. Moving forward, we progressed to CIS (continuous injection) and transistorized ignition up to the present with DME, ECU and coil packs. They work great, but aren't so easy for the average gearhead to tweak.

Although Rick has a broad knowledge of things Porsche, Autobahn Performance is not a one-man shop. A number of other employees had presentations on their specialties. Richard Anzalone covered clutches and transmissions, showing examples of early cable-actuated clutches and more current hydraulically actuated clutches. He had examples of type 915 plate type synchronizers and G50 cone type synchronizers (which allow for faster shifts). Richard also had a couple of suspension assemblies. The old swing axles from a 356 terminated with drums brakes looked really scary. Talk about camber changes. The 944 trailing arm with CV joints at both ends of the axle looked a lot better behaved. All during the presentations



Stunning matte finish Porsche.

there was lots of audience participation; it's pretty clear a lot of our members really know their cars and have experienced these issues.

Next up was Anthony Gagliano talking about the evolution of brakes. He started with a disassembled drum brake showing how it worked and what can go wrong. Moving on to disk brakes he explained single-piston floating calipers and the current multi-piston fixed caliper brakes. Anthony had an awesomely cracked slotted rotor (not in my car please) and an ABS hub to show how wheel speed is sensed. An impromptu group discussion focused on bleeding brakes and changing pads yourself.

Following Anthony was a pizza lunch. Box after box of pizza, soda, and more home baked pastries. Obviously Autobahn Performance wasn't sending anyone home hungry. Lunch was also a great opportunity for more socializing and to look at the cars: a better than new, fully restored 928 and a disassembled donor 928, a matte black supercharged 996, and a member's trusty red 944. In addition to Porsches, a classic Camaro and a Z06 Corvette were on view.

Following lunch, Will Roberts explained the ever-growing number of safety related systems in cars. Will is a factory-trained BMW technician, which I won't hold against him. After all, I might need his help on my E39. Will covered lights and ABS and PSM and TPM (tire pressure monitoring), back up sensors, lights that come on when you corner, crumple zones and pyrotechnic seat belt tensioners. Will got to have some fun during the airbag session. He detonated a couple of air bags. Talk about bang (especially the stage 2 bag).

Larry Strauch next covered air conditioning, diagramming the basic refrigeration cycle. After seeing an early 911 A/C kit, I can see why they don't work so well. Anyhow, they weren't really needed in Germany. Things improved with the 928 and 944. Porsche came up with some neat ideas like a sun sensor to adjust A/C output depending on whether your car is in the sun or in shade, and the Cayenne apparently has four (!) zone A/C and an air quality sensor to control the intake of outside air.

The final presentation was on electrical and electronic systems by Jason Haskell. Once again, the evolution is from simple and strong to sophisticated but complex. The circuit for an early headlight was: battery, fuse, full power switch, and light bulb. Now we've got low current switches, relays, voltage converters and HID's. Jason demonstrated the difference in brightness between halogen and HID bulbs. Big difference. There was some discussion on the evolution of the ECU and of OBD1/OBD2, but it's pretty hard to demonstrate an ECU. Suffice it to say that we now have some appreciation for the processing power and capability of modern auto elec-

tronics. And with that, it was time to thank Rick for his hospitality and head home. Another month and it may really be spring.



*Rick starts us off.*



*The amazing crew at Autobahn Performance*



*The crowd listens attentively.*

# Mike's Autobody Hosts a Great Tech Session

Copy by Fedele Cacia, photos by Robert Cohen

Mike's Auto Body was another very informative event with over 50 attendees.

Mike and his wife were excellent hosts supplying us with coffee and donuts in the morning and lunch in the early afternoon!

Mike started the day off with a tour of the paint shop where he answered many questions about how the various paints are prepared and applied, you could see the equipment used to keep the many paints periodically stirred 24-7 to keep from hardening.

He had many panels set up in his state of the art paint both showing the different stages involved in preparing and finishing body panels, from sanding and priming to the finish paint and clear coat lacquer.

There were various on going projects that he was working on that he talked about especially a 914 track car that he had rebuilt from the ground up, and what a gorgeous car it was!

There was also a dent wizard there that demonstrated PDR, Paintless Dent Removal, how to remove dents without having to paint any of the panel. Along with a couple of other PCA members, I myself took advantage of this opportunity by hav-

ing a small ding removed from my F450 Dually!

As I was leaving I noticed that I had a bulb out on my truck, Mike leaped into action supplying me with the necessary tools that I needed to access the bulb and donating the replacement bulb to see me safely on my way, thank you, Mike, for a great day and for being so helpful!



Mike introduces his shop.



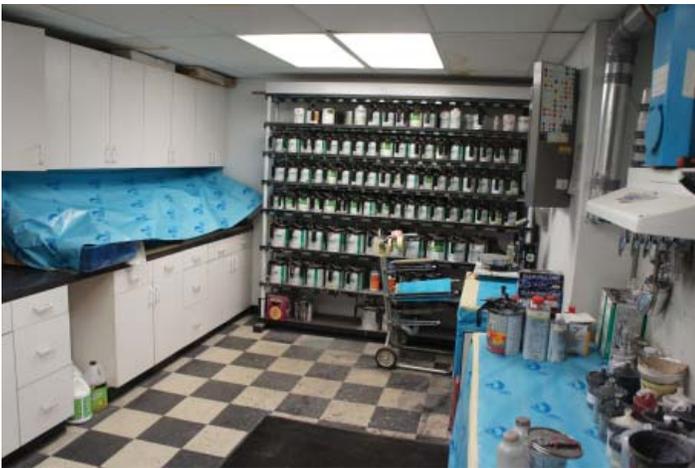
The paint room



Everyone into the paint room!



Mik's a good speaker.



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So here's my portion of the survey. First of all, one of the largest obstacle to attending NER events is, as can be expected of this group, time. This is a busy group, many of whom have families and other responsibilities that trump Porsche club activities. Another issue that was shown is that our members have other summer interests (can you believe that?), boating and vacations are the most mentioned. Next large deterrent is distance. We are a widely distributed region extending from Central Mass. east, out to the end of the cape and throughout RI, so distance is an issue. Coupled with that challenge is the fact that some of our largest attended events not only are not located nearby, but we have no or little control of the location and dates. For some events we have to take the dates we get; we have now resigned ourselves to only eliminating Mother's Day and Easter (which we even got stuck with last year for the school). DE is also far way, NHMS is the closest but the Glen and the two Canadian tracks we use are at least six hours away from Eastern Mass., our hub. Fortunately the more distant tracks have been very helpful in providing the same or similar dates for a number of years. And, with NHMS, this year we obtained our first weekend dates, in warm weather season to boot, in many years.

Other comments are of a general nature. Tours are popular, of course the Ramble wildly so, this year selling out in a month. Other tours, however, especially wine tours, appeal to a number of respondents. Some people say that they miss events because their issue of the NOR'EASTER comes after the activity. We always have the events listed on the web page at least a month in advance, plus each issue has a listing toward the front of events for the upcoming months. One of most important comments made, and not just once, is that some new members seem to feel snubbed by longer term and officers of the region. This is an area of concern that we have been addressing, and will continue to work on, as it negatively reflects on the new members' image of NER, may cause them to leave the region, and denies them the bonding experience that a social club like ours provides.

We asked concours-specific questions of our respondents and, as expected, we found a like it or not attitude. Those that like it really do and those who don't have no intention of super cleaning their Porsche for a show; it just is too much work for them. They want to drive their car either on the road, on tours and the Ramble or in DE events. Interestingly enough, we do have a class for those who are not interested in the hard work of detailing their cars, it is called Park and Wipe, and all it entails is cleaning one section of the car, a door, a trunk, a rear deck lid or whatever, and participants have a limited time to clean that area. Also for those serious DE and club racers we have a Track class that this year was won by a club racer Scott James who towed his car from the south shore and brought his kids along too. One member also thought erroneously that cars had to be antiques to be in the concours. That's not the

case. It just has to be a Porsche of any vintage. Some input on judging was also noted and that will be reviewed by the head judge in the coming months.

Autocross was another area in which we solicited comments, and there were plenty. The most common ones were the amount of time spent at the site vs. the time actually driving. For many it was not an acceptable tradeoff, but unfortunately that is the nature of the sport and it cannot be changed. In a similar vein, and as addressed above, distance from home was a concern based on the amount of time actually competing and again we are very limited on sites. A good number of folks were worried about wear on brakes and tires on the car, this is not a factor on any well-maintained vehicle. Brakes are barely used and tires barely get warmed up in the eight minutes you are driving so other than some surface scuffing on the sidewalls the tires are not adversely affected. Insurance is the same as at a DE. Massachusetts companies do not cover accidents at a competitive driving event, but there is an extremely low possibility of an accident in autocrossing. Cost to buy a helmet was mentioned, however the region has loaners for people so that is a non-issue. Instructors are provided for anyone desiring one at all events. Rules and all other information is on our website under the Autocross link, as are contacts which include the Autocross chairman and Registrar. There is also a new Autocross FAQ on the website which should help newcomers.

Many of you had very good suggestions, a sampling and some responses follow. Hands-on tech days — we did this in the mid-'90s. I ran a series of tech events each fall and winter that were model specific at various shops around the area. If there is a groundswell of interest we may bring that back. Caravans to track events are addressed in the DE section under what to do for the events. A number of us coordinate trips to the distant track events; I do one for the Mont-Tremblant event when I am participating. Car appraisals can be addressed by the valuation committee thru the national website at PCA.ORG. Someone suggested hiring workers for pit and staging duties; this will passed on to the DE committee for review. A second Ramble was suggested. Truth be told Bruce and Joyce spend a massive amount of time and drive over 1,000 miles laying out and checking the routes plus coordinating accommodations and lunch stops so to ask them to do another is quite a burden. We did a tour to the vineyard years ago — I coordinated it and about 10 people attended — however the \$100 per car ferry ride plus the inability to find a place to stay for one night (even though it was mid-fall) probably limited interest. Again, if there were interest we would consider doing it again. One member requested a progressive tour of ice cream stops; neat idea but it sure is not the healthiest way to spend an afternoon.

Another suggested F1 Boston. Unfortunately the club cannot involve itself in any way with go-karts per national rules since insurance is not available and PCA does not want any region to attract any liability. Anyone who wants to go as a group is, our

course welcome to do it but PCA/NER cannot be a part of it. Caravans for viewing of professional races is another good idea. Local regions and the zone have areas put aside for members to park, eat and socialize at pro races in the zone. Check the zone website for more info. The same goes for PCA racing. There is a whole section on the national site dedicated to that aspect of PCA. Hosting the Zone 1 concours — ironically we are doing that next year 2012 at Newport. This will be the third time we have hosted it at that venue, and except for the poor weather last time it was a great success. Finally, there was inquiry about a detail clinic. Again, we have done that in the past but it petered out after a few times. If there is some interest around, please let the board know.

That wraps up my portion of the survey analysis. As I mentioned, Bill Seymour will finish up the survey overview next month in his column.

Please feel free to contact me or anyone else on the board should you have any comments, suggestions or even want to volunteer to help or organize any of the great ideas that were put forth in this survey.

**Calendar- continued from page 14**

<b>October</b>	<b>November</b>
8 NER Autox @ Fort Devens	9 Board Meeting
10-11 NCR DE @ NHMS	<b>December</b>
12 Board Meeting	3 Annual Dinner
	7 Board Meeting

Even Mr. Rouhart seemed to have a good time and said we'd have one more try to get a really good run. *While he was talking to Turbo he didn't see me turn off PSM. I wasn't sure when we would get another shot at autocross and I figured we should go for it.* On the last run Gordo started purring just before we started. I barked for gas and off we went; we were going even faster this time. When we got to the first turn the car went all funny but I remembered what the instructor told me and I turned the wheel the other way. While all this was happening I guess I forgot to bark because Gordo just kept pushing on the gas so we were still going really fast when we got to the second turn. Mr. Rouhart was yelling "brake, brake" and I was barking as loud as I could but Gordo was purring and pushing on the gas. I kept turning the wheel one way and then the other and the car kept going all funny. *I couldn't see what was happening but I figured I'd just stay on the gas and let Turbo figure it out. I like to get in his head sometimes.* Well that was pretty much how it went the whole run. Gordo was purring, Mr. Rouhart was yelling "brake" and trying to reach for the key and I was turning the wheel back and forth. It was exciting. Since we were at a big airport we had plenty of room and everybody jumped out of the way OK. When we finally went across the finish line the car was going backwards and Mr. Rouhart wasn't talking any more. *I got sick of the barking and yelling plus big pinkie stepped on my tail so I just lay down on the gas pedal and stayed out of the way. Hey, everybody said it was the best run of the day for the spectators!*

So that's what the autocross school was like. Gordo and I really had a good time. Bill was mad. I hope we can do it again. Plus there is this other thing called DE. Gordo says that stands for Dogs Allowed! *I know. But he can't spell. See you at Mont-Tremblant, mon ami!*



Gordo!



Turbo!

Years ago the Porsche race team mechanics were issued overalls to wear at the track, some were red, some blue, depending on the year. Our friends from UK had worn their red outfits for the last two years and Rob had taken a number of photos. He did that because his wife is an excellent seamstress and he figured that she could knock out a couple of pair for us and the Skirmants pit would look more like a factory effort. My set even counted as a Christmas present and I couldn't wait to try it at the track. I had worn them around the garage a few times so they didn't look brand new, I didn't want to look like an amateur.

We must have looked like aliens at the breakfast table that morning but we went off to the track in our red overalls for a day of racing. There was a 30-minute practice session at 8:30 am and we were there in plenty of time to check the car over before driving to the grid. Bill and Anita were there from the UK and Bill's overalls looked just like ours only older. He suggested that we roll around under the car for a while to make them look well used, but they were a big hit with everyone.

The practice and testing session went well for both of us and the car was running great. Vic was chasing an oil leak in his car and some heavy oil consumption in a customer's car but #32 was just happy to see us and never missed a beat. Friday was more practice that saw Rob besting my time by four seconds. We were both faster than last year. I guess that my claim to fame from here on will be that I taught him everything he knows, not that I was faster. Such is the price of getting older.

Rob ran the Klub Sport Challenge on Friday afternoon that saw 28 Porsches in the field and 11 of them were 356s. The 356 class was won by John O'Steen driving Vic's car, with Rob finishing somewhere in the middle. We gassed up #32 while the real mechanics pulled the engine on one car, disassembled the top end and replaced the rings to fight the oil-burning problem and replaced the pushrod tubes on another to stop a leak.

The ring job took a total of 4 hours and only solved part of the problem and the oil leak got chased into the next morning to solve that problem. Meanwhile we followed a bunch of racers into town with #32 with a Sebring Police escort to the town

center for a car show. The officer leading must have been told that racecars can't drive at low speeds since he took off like he was in the race himself. With Rob hanging on to the roll cage I got to the top of 3rd gear, which is near 90 mph just trying to keep up with the others. The center was all set up with a beer truck (free) and bratwurst for all. We stood around in our red overalls keeping the beer consumption numbers up where they should be and answering questions about racing. Just like real racecar drivers. It was cool.

I started the one-hour Enduro the next day and passed the car off to Rob at the halfway point with no fuss. He finished up with a good solid drive and put us solidly into the middle of the class. Vic and John won the class and so we were all able to celebrate the victory. Rob had brought a GoPro camera with him and we were recording laps in our car and in Vic's car and the comparisons were a real eye opener. Turns out that they were shifting where we weren't and we were shifting where they weren't. Turns out that the transmission in Vic's car was set up for the Sebring circuit which was why he could come out of the low speed hairpin under full power while we had to wait for the engine to get into the power band before it really started to scoot. And they were both in first gear. Even so it looked like Rob was only a couple of seconds behind the ringer. We still had as much fun as they did and probably more because there were more cars to play with back where we were driving.

I did a qualifying race later that afternoon with the camera attached and I didn't have to explain how close the race was, everyone could see it after dinner on the laptop that Rob had brought. I was sure that there was going to be some black MG paint on the side of #32 after the driver tried to get past me but my paint was unmarked and the replay showed me coming out ahead. I may look that over a few times when I get older, like 100 times. The qualifying results put me 6th out of 13 cars scheduled for the feature race on Sunday and I was happy with that.

Late on Sat. was the 1-1/2 hr Enduro, and Rob was going to start that event. Unfortunately we were only three laps into the race when #32 locked up in 3rd gear and our race was over. You can't drive out of the hairpin in third gear and you can't go down the back straight in third gear, you'd be in the way. We were hoping that it might have been something simple but alas the fulcrum plate had failed tossing some broken metal pieces into the shift forks. Repairs would've taken all night and there was only a 30-minute race on Sunday. Besides the track party put on by SVRA was Sat. night and we didn't want to miss it.

As you can tell, the races are a lot of fun but winning them isn't really why we're there (don't tell that to Vic). It's the entire event that is really why we make the trip each year. The people, the place (what's not to like about 80 degrees?) and

*Photo by Tom Tate.*

	
<b>Steve Centorino</b> Porsche Enabler	<b>PORSCHE</b>
Porsche of Nashua 170 Main Dunstable Road Nashua, NH 03060 Phone: 603-578-3759 Cell: 603-660-9824	<b>2010 Certified Porsche Sales Professional</b> E-mail: <a href="mailto:scantorino@porschennashua.com">scantorino@porschennashua.com</a> <a href="http://www.porschennashua.com">www.porschennashua.com</a>

just the overall atmosphere are what it's all about. This year was the best ever and I know next year will be even better. Can't wait. KTF



Photo by Tom Tate.



The grid at Sebring.



Photo by Tom Tate.

participation continues we will have to restrict locations to ones that can accommodate more than 250 people for the Saturday night dinner.

Bruce also reported that early registration for the various DE events is lively, especially for the LCMT DE in July. He has arranged for special hotel rates at 4 Mont Tremblant hotels and information about this has been posted on the website and will be included in the acceptance letters that the registrar sends to those who sign up. Bruce noted that New Hampshire has granted us the use of two of the garage buildings – in the past we have only had access to only one – so more drivers will be able to rent garage spaces.

Fedele Cacia reported that the Autobahn Tech Session had excellent presentations and 55 people attended the meeting.

Plans for the April 17th Newcomers Meeting at Ira Porsche are well underway. Steve asked that Board members who attend make special efforts to interact with the newcomers and help introduce them to the various programs that NER offers to its membership. New members (or old members who have not participated in many NER activities) should be sure to attend this meeting to meet their fellow members and learn about all the things NER does. And Ira Porsche always provides a wonderful buffet lunch and a number of door prizes.

On June 2nd NER will be participating in the Patriot Place Car Cruise Night. For more details see the promo in the Nor'easter and on the NER website.

In August Fedele has planned another Essex River cruise with a follow-up luncheon (on your own tab) at Woodman's. More details and the sign-up procedure will be coming soon.

On September 11th we will once again hold our Myopia Polo Club gathering to watch the Polo Match and to picnic and socialize on the grass. More details and the sign-up procedure will be coming soon.

In October we will have another Auction of memorabilia, Porsche parts, and other "car stuff" at the Lars Anderson Museum of Transportation in Brookline.

The location for the Annual Dinner is still in limbo but you should tentatively hold Dec. 3rd as the date for this event.

The next Board meeting will take place at 6:30 pm on April 13th at a place to be determined. Steve Ross will be hosting that meeting.

As it was getting late and there being no further business, the meeting adjourned at 9:57 pm.

Joyce Brinton, Secretary Jb911@Porschenet.com

# New Members

Hamza A. Abbas  
 Randolph, MA  
 1986 Carrera Black

Robert W. Herman  
 Vineyard Haven, MA  
 2005 996 Silver

Gerald A. Bard  
 Baltic, CT  
 1983 944 Black

Santhana Krishnan  
 Chelmsford, MA  
 2011 911 Turbo Black

Adam Ceredona  
 Worcester, MA  
 1986 911 White

Michael J. Lariviere  
 Wellesley Hills, MA  
 2009 911 Green

John L. Demarest  
 Mansfield, MA  
 1979 911 SC Black

Anthony Mrugala  
 Lincoln, MA  
 2000 996

Judith Desousa-  
 Bolton  
 Westport, MA  
 2007 911 S Green

Michael E. Govostes  
 Winchester, MA  
 1983 911 SC Black

**On the Edge**- continued from page 4

Jim, Jill, Crystal, Sean, and Josh, all very kind and welcoming, and helpful. I joined right in, gridding cars to the best of my ability.

Some were cranky, and some were appreciative. But we had fun, and we hustled cars out onto the track, and everyone had a safe day.

Over three days there were some very interesting adventures. I was very lucky to be able to hang out with some good (NER) friends, and connect with some people that I didn't know well. We had late dinners and we had coffee at way too freakin' early in the morning together, and laughed, and shared, and bonded.

Oh, and what did I learn today? I learned that the PCA isn't just in my backyard. There's a whole country full of these special folks who go out of their way to make you feel welcomed, and help you have fun. I learned that the questions are the same all over. "Where are you from? What do you drive?" (grin), and I learned that there's no place like home...even if you just take a piece of that with you. Sebring would not have been 1/100 as much fun without some of my favorite my NER folks to hang with. Thank you guys for being there, and for the fun!



The grid @ 12 Hours at Sebring.



The front straight at Sebring, from the front straight at Sebring.

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For Sale

**1996 993 Twin Turbo**, Black w/black full leather including factory sport seats, 993 Turbo S front and rear spoiler option and Turbo S aux front oil cooler; custom factory center console incorporating six additional gauges and factory switches, owned since new by long time PCA member. Upgraded the engine and transmission at rebuild time, and upgraded the suspension over the years as well. All modifications and maintenance performed by European Performance Engineering. This car has not been driven during the winter months and garaged its entire life. I have many of the stock, take-off parts and extra items....all will go to the new owner. Call me at 617 425 3740 days or 617 429 7611 after 8PM or email me at [wmackie@crai.com](mailto:wmackie@crai.com) for pix and more details. Wayne Mackie, Weston, Ma.

**Tires: 2 X Michelin Pilot Sport** 235/40ZR18 N3 5/32 tread DOT date codes 2204 \$49 ea. 2 X Pirelli P-Zero Rosso 225/40ZR18 N4 8/32 tread DOT date codes 0706 & 1307 \$99 ea. 2 X Pirelli P-Zero Rosso 285/30ZR18 N4 8/32 tread DOT date codes 1508 \$99 ea. Buyer pays shipping or may pick up in Danvers. Jim Bowers (978)750-0957 email [jbowers@nii.net](mailto:jbowers@nii.net) (4/11)

**Porsche 993 OEM Wheels** 16" Front P/N 993 362 114 00 7J X 16 Offset ET55 Rear P/N 993 362 118 00 9J X 16 Offset ET70 \$800 OBO Chris at [ryan28@charter.net](mailto:ryan28@charter.net) or 978 618 6442 (4/11)

**Porsche 911 Seats** Tan From 1976 911S email for photos \$200 OBO Contact Chris at [ryan28@charter.net](mailto:ryan28@charter.net) or 978 618 6442 (4/11)

**Weathershield Custom Cover** with mirror pockets made for a 2006 Carrera S coupe but should fit 2005-2011 models. Used indoors only. Excellent condition. \$200 Speed Lingerie Bra in midnight blue for 2006 Carrera S or similar. Used only once. \$250. Ken Urban 401 847-7633 [kpurban1@aol.com](mailto:kpurban1@aol.com) (4/11)

**1978 911SC** - Silver - 3.2 liter engine with only 11,000 miles; other engine performance features; very good condition; garaged; \$9500; John - 781-275-4335 or [ratichek@gmail.com](mailto:ratichek@gmail.com) (4/11)

**'04 911 GT3**: Blk/blk full lea; 8800 miles, xenon headlamps, cruise, A/C & climate control, pristine, no DE or autox. Stock / no mods. All records. \$60K. Dave cell 508-320-3787, home 978-352-6601. (4/11)

**R-1531 Carbon Fiber Brey-Krause Strut Tower Brace** incorporate high strength precision rod ends for adjustability and perfect fit. The design uses factory mounting points and transfers the load to the strut bearing mount. Carbon fiber strut braces provide incredible strength to weight properties without compromising performance. For all 993 model Porsche. List Price \$300.00 New. Take it for \$200.00, Contact Moe Auger, [993moe@gmail.com](mailto:993moe@gmail.com) or 401-651-3838 Before 8PM. (3/11)

**Bilstein PSS9 Coil-Over Suspension Kit.** PSS9 Coil-Over System adds a matched performance spring and threaded ride height adjuster to provide a complete suspension system for a vehicle. The fully adjustable monotube gas shock absorbers offer nine precise compression and rebound settings, from comfort to competition. The front and rear progressive rate springs allow for the accurate adjustment of a vehicle's ride height, stance, cornering balance and ride quality to maximize performance. For all 993 model Porsche. List \$2,700. These are 3 years old & have less than 10,000 miles. Asking \$1,500.00. Contact Moe Auger, [993moe@gmail.com](mailto:993moe@gmail.com) or 401-651-3838 Before 8PM. (3/11)

**Porsche 993 911 Varioram 3.6 PowerChip Upgrade.** This is a complete ECU for a 993 Varioram 3.6 that has been updated by Powerchip. Increase horsepower from 282 to over 300 and torque from 250 to 267lb.-ft. You get the PowerChip and the ECU as a package. Remove your stock ECU, replace it with this Updated PowerChip ECU and enjoy more power and torque. Price for just the PowerChip \$1,400. I'm asking \$1,500 for the PowerChip and the ECU. Contact Moe Auger, [993moe@gmail.com](mailto:993moe@gmail.com) or 401-651-3838 Before 8PM. (3/11)

**Porsche 993 H&R Sway Bars Front and Rear.** H&R Sway Bars are crafted from Special (hf) 50CrV4 steel alloy-the highest tensile strength available. Each sway bar is cold-formed and heat-treated, with forged seamless bar ends. Original list price \$649.00. Enhance your 993's lateral stability and cornering grip, while reducing body roll, all for \$400.00. Contact Moe Auger, [993moe@gmail.com](mailto:993moe@gmail.com) or 401-651-3838 Before 8PM. (3/11)

**TechArt Formula 19" wheels** with Bridgestone REO50A tires to fit Boxter & Cayman. Set of 4 was \$3,650 new. Price: \$1,800. Like new cond., no damage, about 8,000 miles. For picture of this style visit <http://www.wheelenhancement.com/index.php?t=WheelDetail&id=134>. Call Bill, 617-254-4238, or email [wmwooding@aol.com](mailto:wmwooding@aol.com). (3/11)

**Carrera Sport 19" replica wheels**, black spokes with polished alum. rim (set of 4) (Italian made copies of original Porsche style) with Bridgestone REO50A tires to fit Boxter and Cayman. Price paid for this set was \$2,600 new. Price: \$1,300. No damage, nice condition, about 12k miles. For picture of this style go to: <http://www.wheelenhancement.com/index.php?t=WheelDetail&id=166>. . Call Bill: 617-254-4238 / email [wmwooding@aol.com](mailto:wmwooding@aol.com)(3/11)

**2002 996 Twin Turbo Chrome tailpipe Trim** #996 111 981-01 new, removed when purchased left/right \$400 pair call 781-383 -6772

**1999 Carrera 2**, Artic Silver / black...44,000 miles, 2 owner car. Immaculate condition in and out, mechanically perfect. Always garaged, never tracked. All service records available. Needs nothing. Asking \$28,500. Call Mike for details: 781-254-8987, [dolan996@gmail.com](mailto:dolan996@gmail.com) (3/11)

**1979 930 Turbo.** Triple black with 82K miles. I am the 4th owner and purchased it from a gentleman who owned it for 17 years prior. It is in very excellent shape and is a true daily driver. Total engine rebuild 1500 miles ago by a local Vermont Porsche guru, which includes new turbo, B & B SS exhaust with heat exchangers and muffler, new brakes all around, new Bilstein shocks, new refurbished transmission, new clutch, new tires, new battery, re-stitched and re-dyed steering wheel, interior is excellent, everything works great. Asking 35K or best reasonable winter offer. Have all receipts and records for the past 20 years. Please email me at [mike@advancemuscv.com](mailto:mike@advancemuscv.com) for pictures or more information. (2/11)

**1999-2004 911/996 Parts for a C2**, 4 Bilstein Shocks, 4 Champion Motorsport Springs, complete set of performance pads and brake rotors, B+M Short Shifter, Brey-Krause extinguisher mount. All parts are BRAND NEW never installed, \$1500 takes all. Also have a complete set of 20" wheels with tires, very sharp looking, one rim has a small scuff, they have less than 1k miles on them. \$750/BO. Contact Dennis Cataldo at [autox968@aol.com](mailto:autox968@aol.com), or call 617-908-0225, Lynnfield Ma. (2/11)

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## Drivers Education - continued from page 27

regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

### In summary:

Identify who is hosting the event or events you wish to enter

Go to the host's web site and locate links to Driver Education

Go to their registration site and register for events

Pay online or forward a check to the host region

Have a fire extinguisher installed in your car (if that is required by the host region)

Beg, borrow or buy a helmet that meets or exceeds SA2005 or M2005 (or K2005)

Download a tech inspection form a couple of weeks before the event

Locate a nearby tech inspector from your home region's web site

Have your car inspected and keep the tech form, as you will need it at the event

Read the articles on what to expect and what to bring that appear on our web site

Come to the track and have fun.

## Upsifting- continued from page 11

members and consultants always glad to help you out.

And that's only one area of our website, [www.porschenet.com](http://www.porschenet.com); use it!

As for the Ramble, several times now I've written registrants that it was filled and to stay tuned while I worked out an end-around flea flicker to get more people in. It looks like I've finally hit the wall after getting 16 additional cars (32 people) into the 2011 Ramble. I've just updated the website [www.porschenet.com](http://www.porschenet.com)... so if you haven't already seen it...

The end-around has been accomplished getting an additional 16 cars into this year's Ramble. As there are now 140 cars in the Ramble, there are that many more opportunities for cancellations. So if you're willing to accept a place on the new wait list, keep your registrations coming in.

And you'll find the link to the Ramble information: [http://www.porschenet.com/JCMS/component/option,com\\_events/task,view\\_detail/igid,68/year,2011/month,04/day,29/Itemid,137](http://www.porschenet.com/JCMS/component/option,com_events/task,view_detail/igid,68/year,2011/month,04/day,29/Itemid,137) on the Home Page at [www.porschenet.com](http://www.porschenet.com) in the "Latest News Update" section.

While the board continues working on improving our communications to y'all don't forget about all the information that is already available to you.

See you at the Ramble and then NHMS, followed by NHMS, Calabogie, Mont-Tremblant, Watkins Glen and back to NHMS. Full details may be found at [www.porschenet.com](http://www.porschenet.com) :) don't ya just hate those dumb smiley faces?

Bruce Hauben is a NOR'EASTER columnist. His e-mail address is [bmh993@porschenet.com](mailto:bmh993@porschenet.com)



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