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COVER



Cover Photo
Cover photo by Pierre Goyette

www.porschenet.com



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

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On the Edge

Adrienne Ross



Let's start this month with an additional shout out that I completely failed to give last month regarding my NHMS hour of need. I didn't thank one of the biggest hero's of that weekend, Steve Ross.

See, I got my car TO EPE, but then I didn't have a way HOME from EPE. And it's a solid 38 miles ladies and gents. The sad part was that at about 4PM, when we were unloading my poor broken car from the trailer, the train to Boston (the last one for 3 hours) zoomed on by behind the shop. DAMN!

So I did the only thing I could think of, I called Steve Ross, and he very, very graciously came to pick me up, and give me a ride into Boston. Thanks Steve! Really, that was awesome, and I'm sorry I didn't mention it last month.

Onward with the sabbatical then... June got washed out with my coolant reservoir. All of it. I'd had 8 track days planned, and couldn't do any of them. So I spent some time working on my house, my tan, and my newsletter, that about

Did I learn anything in those 3 weeks? Yeah... I learned that this sport and its competitors still amaze me.

covers weeks 5 through 8. Did I learn anything in those 3 weeks? Yeah... I learned that this sport and its competitors still amaze me. I witnessed some spectacular things happen in various races, and the people involved walk away. I won't give them away, some folks may have it on TiVo or something, don't wanna spoil their good time. I had a VERY enlightening conversation with a Grand-Am Continental Series driver, on the subject of safety, and preparedness. (We're formulating an article this summer for the fall some time.) And I learned (or had the lesson reinforced maybe) that people aren't always who you thought they were, or wanted them to be...

Week nine started in a kerfuffle in my house over packing for Canada, who would take care of the cat, and where EXACTLY had I left my damn log book! My driving partner and I met up on time, and almost managed a clean and timely get away, but you can't have everything (remember the lesson about controlling the universe?). Oh well, who cared! I was headed to two of the best tracks in North America, and it was after all, a bet-

ter than 8 hour drive, so 15 minutes here or there didn't matter much. Let's GO!

The drive was blessedly uneventful, except maybe our own made up games. Even the boarder was quick and clean. Dinner was had, last minute adjustments were made, and 6:30 AM finally came. Calabogie!! Whoo hoo!!

I'm pretty sure I couldn't have orchestrated a better event, even in my mind. The weather was perfect, the track and its surroundings were gorgeous and old and new friends were there for the finding.

My instructor was Arlene Novack, and we braved learning a new track together. We laughed a lot, and within 2 run groups pretty much had it together. Boy did we have fun out there.

There's some pictures later in this issue, if you went, you know just how much fun we all had, and if you didn't - well the pictures don't do it justice!

I also had one of those moments I'd really thought hard, for weeks, about preparing for; do I buy tires, and find a way to get them there? Brakes? Hoses? A trailer? Where does that list end? I tried to just let go, and see where the trip took me. I'd heard all these cool stories about people helping each other out at a track, hell I WROTE

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In This Issue...

Reports, reports, reports... That's what we're all about this August. That, and ELEVEN events between now and November 12th! We're a busy group! Sign up - come play, compete, enjoy!

We've gone international in July, with not one, but two Canadian tracks conquered! We had a really great trip, and numerous mentions, reports and pictures are featured in this issue.

This year the Zone 1 Auto Cross is at our very own Devens, come out and show some NER pride. It's a great way to meet people from all over the region at this 2 day event.

Our annual trek to the Glen is coming up fast! This is one of America's premiere race tracks, the favorite of amateurs, and professionals alike. It's a great time, and town, surrounded by stunning natural beauty, and fantastic vineyards!

I hope you enjoy this issue. It's been fun!

Around The Cones

Steve Ross



NER offered plenty of opportunity for their members to drive their Porsche in July and many of them, along with our Canadian and other U.S. region friends, took advantage of our year trip north to the two Canadian tracks.

Close to 100 eager DE folks converged on Calabogie for three days then took the short trip to Mont-Tremblant north of Montreal where 150 drivers, an amazing 90 of whom were instructors, spent three more days honing their track driving skills.

In between these two events the “pylon punters” had their own event, drawing 70 mostly Porsches on a bright clear and dry day for the third of the five-event series autocross championship.

Looking forward to August, the autocrossers kick off the month on the 7th, and a few weeks later we return to the Essex River for a cruise on a nice sunny day (we hope, but they have a canopy over the seats just in case), followed by a trip to Woodman’s for their delightful seafood fare.

And as mentioned I will be leaving the president’s position and thus become past president.

As per our bylaws the nomination committee will present a slate of officers to serve next year. The club members are welcomed to either nominate someone else, or run for office themselves. However this process must be completed by mid-September so that the slate can be printed in the October issue and ballots sent out in November, by mail.

Speaking of bylaws, a number of the bylaws have had proposals for changes or additions; they will be voted on by the membership via mail, in the same mailing as the ballots. Note: if these changes go through then future elections will be able to be done via e-mail.

Enjoy the summer and we will write again next month.

(In early July) the “pylon punters” had their own event, drawing 70 mostly Porsches on a bright clear and dry day...

Less than a week later the DE folks are up with a three-day event at the famous Watkins Glen track in NY, always a favorite of the many regions in Zone 1.

Speaking of Zone 1, the annual autocross will be held right here at Devens the last weekend of the month. New this year is that pre-registration is required; there will be no sign up-at the gate. Come out and support the NER team effort.

On the local front we have selected a nomination committee for the elections in November. I will be chairing it and Amy Ambrose and Karen Cohen will serve on the group. This year four members of the board are vacating their positions, either due to the term limit (two years in one office), switching to a new position, or leaving due to the president leaving office. So Bruce Hauben and Joyce Britton will be leaving the board, as will Amy Ambrose.

A black and white advertisement for Atlantic Coast Trailer Sales. At the top is an oval logo with the text "ATLANTIC COAST TRAILER SALES". Below the logo, the text reads: "Sales • Service • Parts", "NEW LOCATION", "Boulder Industrial Park", "Building 10-A", "(Behind Northern Equipment)", "off Route 20 in North Oxford, MA", and a large phone number "888-414-2287".

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Four Speeds & Drum Brakes

Tom Tate



I was reminded that the summer was half over but I have to say that we are definitely getting our monies worth this year. I have been to a couple of great Tech sessions with the 356 group. One event went over the differences between a '55 and a '58 Speedster with both cars side by side on lifts. I have had one of these cars for 35 years and still learned a lot. A visit to a local machine shop taught us about engine building. We got just enough information to tell us not to try it at home.

There are car shows everywhere this time of year including the Endicott Estate Show in Dedham. As expected it was the hottest Sunday in July and drew a huge crowd. There seemed to be a lot more vendors this year and I stocked up on shop towels and some new tools that I needed. I'm reminded that you can have enough but never too many tools in the drawer. The food seemed better this year as I went for the pizza and stayed away from the fried dough, pulled road kill and plastic cheese on the steak bombs.

My dad had big American cars until he discovered a Studebaker President in '55... it was the lowest car I had ever seen.

In second place on the heat scale was the Father's Day German Car show at the Lars Anderson Museum in Brookline. For a Sunday in June it was a real scorcher, I don't know how they do it. I help with car placement but by 11:30 am we were out of grass. Both the upper and lower lots were full of show cars and we had to turn people away. I really have to wonder what the people are thinking when they show up that late and expect to put their car in the show. Maybe they got held up at church, but I doubt it.

I have never been to the Mini/Micro Show at the museum, but went this year because it was a Saturday (they're not big enough for a Sunday?) and I was going to meet daughter, Kerry, and three of the four grandsons. The oldest was on a road trip (good news) with my sister (bad news) in Maryland seeing the Southern and Midwestern parts of the family.

The people with the little cars really know how to do a car show. Not only do they let the spectators touch the cars (most shows have signs that say not to) they set up a line for the kids and had the cars drive up and take them

for a ride around the property. It was a big hit as the kids, and some small grownups, ran back to get in line as soon as each ride was over. There was a Mini Moke, a VW Beetle, lots of Isettas, and even an Auto Union convertible that huffed and puffed around the building for what seemed like hours. That should really get the next generation involved in the hobby.

With all the concern about where the next groups of car enthusiasts are coming from, most car clubs could learn a few things from the folks with the windup toys. Nothing works better than a hands-on experience to really implant something in the brain. A ride in a little car might be all it would take to send one of those kids on a life long journey.

Just think about the car experiences that have been seared into the back of your gray matter. It might have been a parent's car or an uncle's convertible that sparked an interest in cars. Maybe it was that car in high school that you saw every day but never got a ride in, or maybe a car seen in a movie on a Friday night date.

For me it was a series of cars that lead me down this path. My dad had big American cars until he discovered a Studebaker President in '55. With two doors and dual antennas on the

back it was the lowest car I had ever seen. Spinner hubcaps and whitewalls made it a real "looker" as my dad would say. My brother and I quickly discovered how a low-slung car would go around corners compared to a family sedan. Actually my brother found out since he was the first one with a driver's license, I was just an observer.

My first car was a VW Beetle because something practical was needed the get to work and school. Anyone with a Beetle that went to the VW/

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Photo by Tom Tate.

Flat Sixer

John Bergen



First off, I have to apologize for this month's column. You see the deadline snuck up on me with everything going on. It has been a ridiculous run-up to our family vacation. Normally this time of year I would be in Canada partaking of our region's annual pilgrimage to Calabogie and Mont-Tremblant.

This year, however, we decided to take a special vacation to celebrate Dot's and my twentieth wedding anniversary. You may recall from a prior column that this trip has us cruising from Istanbul to Venice. Unfortunately there will be no driving involved in this trip so you'll have to wait until next month to read about my on-track exploits at Watkins Glen.

Anyway, besides getting everything coordinated for the cruise I have been busy with other things Porsche related. First off, I dropped off my car to have a full roll cage installed. This is pretty exciting as it will add some more rigidity to my car and improve its overall safety. Of course this means that my car has now moved from the role

...my car has now moved from the role of a sometime street car, sometime track car, to a dedicated track car. This is my first step towards eventually participating in club racing.

of a sometime street car, sometime track car, to a dedicated track car. This is my first step towards eventually participating in club racing.

But, not to get too far ahead of myself, I still need to go to racing school and improve my driving capabilities. So any notion of club racing today is merely a figment of my imagination. I still have plenty of DE days that I need to do and lots to learn to be a better driver. Part of the fun though is learning so I am not worried about how long this process will take, I've got time.

Once I get the car back from the cage guy, Bill at www.cagethis.com, who was recommended to me by Jerry at EPE, I will try and include some pictures in a future column. Although, you'll have to view the pictures in the PDF so that way you'll get the true essence of them via color.

Next up was a special trip to Prime Porsche in Westwood. Dylan and I were out driving around on Father's Day. I was teaching him how to drive a standard. He has been getting better and better at releasing the clutch smoothly while apply the right amount of throttle. We were practicing in a large empty parking lot in Norwood and I decided once we were done to head over to

Westwood. This proved to be a capital idea since the dealership was empty and there was only one sales guy, Matt Pinto (who is a super guy), on duty.

I told him I wanted to test drive a Cayenne and a Panamera. There was only one Cayenne available to test drive, which was a Hybrid S. This would not have been a first choice of mine as I would have preferred just a regular S, but hey, beggars can't be choosers. Matt gave me the keys and said have at it so Dylan and I climbed in and put it through its paces.

The drive was smooth and the Cayenne was quiet. It actually began to grow on me as we drove around. I do have to say that there seemed to be way too many buttons and knobs on the center console, which Dylan did a good job trying to play with all of them to see what they did. When I got back to the dealership I have to say that I was quite happy with the driving experience. Then Matt handed me the keys to a Panamera S. This was a super clean White car with Carmel interior.

That color combination would not have been my choice either.

This car was pretty impressive. I got to play with the PDK and the ride adjustment options, which were cool. You all probably know this but I explain anyway, with the ride adjustments the Panamera changes from a super comfortable touring vehicle to a lowered, tight high performance racer. This was way cool to Dylan and me and lots of fun to experiment. The car is a big vehicle but it's got some get up and go. This would be the perfect Ramble vehicle for the Bergen Clan. Of course the \$100k-plus price tag might be a showstopper for Dot.

Next up, I ran into Tom Heffernon at the Back Eddy in Westport MA. Tom and I worked together on the NER 50th Anniversary Concours that was held in Newport RI at the Elms. He gave me a quick update on how this year's concurs is coming along. It's great that our region has people like Tom who volunteer their time and energy to make these great events a reality.

Lastly, on the same night I ran into Tom, as we were leaving the restaurant I saw this guy coming in as I was going out. It took me a few seconds before I realized who he was. It was none other than Norm Abram, Master Carpenter from This Old House. Wow, Norm Abram, talk about your local celebrities!

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Minutes Of The Board

Joyce Brinton – July 20th, 2011 NER Board Meeting



Members present: Amy Ambrose, Joyce Brinton, Fedele Cacia, Robert Cohen, Chris Mongeon, Adrienne Ross, Steve Ross, and Bill Seymour.

The Board met at 6:30 pm on July 20th at the home of Fedele Cacia. After socializing over drinks and snacks followed by a delicious dinner, the meeting was called to order by Steve Ross at 7:40 pm.

Steve Ross reported that he had appointed Amy Ambrose and Karen Cohen to the nominating committee which he will chair. Anyone interested in running for office should contact one of the members of the nominating committee to learn more about the duties of the various Board members. Detailed job descriptions for each Board position are being posted on the NER website.

reported on recent and upcoming meetings. The 5th Spontaneous Dinner took place on June 15th at Rovezzi's in Sturbridge and was well attended. It was good to see people from western Massachusetts. Steve and Amy reported that on Sunday July 18th there was the first "Coffee and Porsches" gathering held at Panache in Framingham on Rt. 9. This was truly a "spontaneous" get together with an e-mail blast having gone out only 4 days before. It attracted some 40 people. Plans are underway to have more of these Sunday Coffee and Porsches gathering at other locations in the future.

As for future monthly events, there will be another Essex River Cruise (followed by lunch at Woodman's) on August 21st – a promo and registration information appears elsewhere in this Nor'easter issue. If enough people register, we will be able to have the boat to ourselves. On the afternoon of September 11th we will enjoy a Polo match at the Myopia Polo Club and attendees can compete in a contest for the best picnic lunch set up. Information and registration forms are elsewhere in this Nor'easter issue. In October, we will hold an auction of Porsche "stuff" at the Museum of Transportation in Brookline. On November 12th we will once again meet at Brookline's Museum of Transportation for a photography contest – prizes will be awarded in several categories. Hopefully, details for the October and November events are in this issue of the Nor'easter and they will be posted on the website. As usual, our Annual Dinner Gala will be held on December 3rd and plans are underway for a return to the Paul Russell automobile restoration facility in January.

Amy Ambrose submitted the following member-

ship report: 1398 primary members, 976 affiliate members, for a total membership of 2,374. There were 21 new members, 2 people transferred into NER and 7 people transferred out of NER (none were from MA or RI).

Steve asked Chris Mongeon to present the Treasurer's Report – which, as usual, showed that NER's finances are in good shape. After a few questions were asked and answered, the report was unanimously accepted.

Bill Seymour provided the following report on the various NER driving activities: Charlie Dow is working on the annual fall tour which will occur during the Columbus Day weekend – initial plans sound exciting. The AutoX committee is planning to give two new awards – helper of the year and most improved driver. Class winners will receive their awards at a get together at the local watering hole after the last AutoX of the season rather than being presented at the Annual Dinner. Bill noted that the most recent AutoX was a success with some 75 people competing. Although they still had some timing problems at the event, Bill believes those are being worked out.

Bruce Hauben was unable to attend the meeting so Joyce reported that Stan Corbett has agreed to take on the Track Chair position for next year. He will be working closely with Bruce for the remainder of the season and is being introduced

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Happy PCA Anniversary

Thirty-Five Years

Mark Mathison

Twenty Years

Peggy Rizzotto

Fifteen Years

Dennis Cataldo
Peter Dikeman
Norman Steeves

Ten Years

Jon Barron
Andrew Bloomingdale
Carl Harper
Gregory Jones
Judith LaRocca
David Oliver
Cecelia Pan

Five Years

Steven Anderson
Phyllis Anderson
Jennifer Clough
John Clough
William Conant
Brendan Cooney
Jill Cote
Anthony Dinatale
Charles Dinatale
Nora Endwar Seymour
Marc Feinstein
Sharron Kenney
Kristen O'Mara
Job Taylor
Gerry Weber
Bob Whitehead
Caroline Wood

Ahead of the Curve

Fedele Cacia



I have finely got my car back up and running and I am very pleased with how it came out.

Unfortunately, once again I have to put off righting about it due in part to my procrastinating and last minute circumstances.

It was Friday night and my column was due by Saturday night at the latest. As I sat to start writing I receive a phone call from a former employee and good friend asking for my help on a construction project in RI that he needs to finish up this weekend.

Of course I said I would help, but this meant throwing a few clothes in a bag and leaving that night.

So it's now Saturday night, we have just finished a 13 and a half hour shift installing vinyl siding in 100 degree weather and 100% humidity, I have a headache from the heat

I can't access my email because for some unknown reason my 15 year old daughter decided to change my password and can't remember what she changed it to!

Unfortunately, once again I have to put off writing about (my car) due in part to my procrastinating and last minute circumstances.

She tried so many times to figure it out that it locked her out. I asked her if it gave her a phone number to call for help, after receiving the info I tried calling the number, I got a recorded message that said they were only open from Mondays to Fridays, "are you kidding me?"

So here I am with no access to info or pictures to share with you this month.

I promise to publish all details and pictures in next month's edition!

I'm hoping that tomorrow will be a little cooler, and that we can finish up at a reasonable hour to prepare for the two and a half hour drive home, but I have a feeling that we'll be working late again!

It's been a tough day and I'm sure it's going to be an even tougher weekend!

I hope the rest of you are surviving this heat! It's been a rough couple of weeks but it has to get better!

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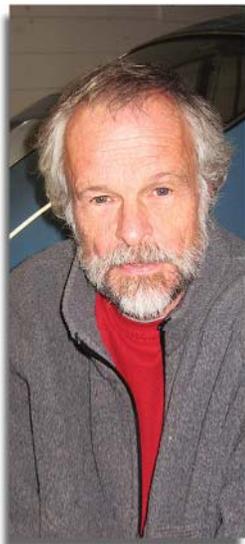
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The Long and Winding Road

Bill Seymour



Just back from six days of DE in Canada so there is plenty of material for me to draw on for my column. All in all it was a fine trip with two beautifully run events and only a few hiccups (bad restaurant in Mont-Tremblant; car trouble for the folks I was with). The weather mostly cooperated with only a few thunderstorms and very little driving time lost (I was out practicing being smooth in the rain until I hit some standing water and chickened out).

As the PCA slogan goes, "It's not just the cars, it's the people" so I'll mix in car/track comments with some people observations.

I had not been to Calabogie before and my first session was awful. An hour of watching YouTube wasn't even close to adequate preparation for a long track with 20+ turns. I found an instructor to go with me and he was patient and some help but it really wasn't pretty — not his fault! Before my second session I rode with another instruc-

I spent some time talking to Bruce, one of the track owners, who was a great guy (and apparently owns the track record)...

tor. It made a huge difference to see the course while feeling the correct sensations so that really helped. By the end of Day One I was reasonably comfortable if not proficient.

The Calabogie track itself is great but the rap on it is that there is not much to do around there. I guess if my family was there (and not driving) it might be a problem, but I really liked the area. It is similar in feel to NHMS with a country-style breakfast/gas place (open at 5:00 am with bacon and eggs for \$4) and restaurants that are populated by very friendly locals and fairly priced (hamburgers and a pitcher of beer). I spent some time talking to Bruce, one of the track owners, who was a great guy (and apparently owns the track record). He took a bunch of us out on the track in a bus after Day 1 to show us his version of the line, including stopping and getting out to point out subtleties. I adopted his advice (which differed from what instructors had told me) and it did help.

I had been to Mont-Tremblant before and was pleasantly surprised that it came back very quickly. Although my run group (Blue/White) was a little crowded everyone was pretty evenly matched and there were few trains (never any at Calabogie). In almost every session I found someone

who was going around at a pace identical to mine so that I could play tag and see the spots where I was relatively better and worse. I'm not sure if it's my driving or the car's handling but at every track I drive there is always one corner sequence where I seem to be faster than my peers and one sequence where I am slower. For example, I was losing a car length in the Mont-Tremblant esses until Chris Mongeon rode with me and had some successful advice (so maybe that suggests it's me?). Anyway, great fun, and thanks to all those who either rode with me or let me ride with them.

Back to the "it's not just the cars," I have to comment on the performance of my car (a base Cayman). Although I wish I could get some negative camber in the front (modifications would take me out of stock for autocross and I don't want to move up in class and get spanked!), I continue to be amazed at how unfazed the car is by six almost consecutive track days. Brakes are consistently

good, temperature gauge stays stuck in the middle and at the end of the event I put the street tires back on and get 30 mpg at 75 mph on the ride home. Try that in a newer BMW (one at LCMT went into "limp home" mode towards the end

of some sessions)!

(But, speaking of no negative camber, I wasn't happy to use up a set of Nitto NTO1's in seven track days — and that includes flipping them on their rims to get as much life as possible.)

But on to "the people." Our club is really lucky to have so many great folks. Whoever was parked beside me in the paddock became a new friend, advice was always freely shared, if you pulled out a jack someone would offer to help, instructors would offer rides or to ride with you, etc. And there are probably better places than my column to acknowledge the efforts of members of the Track Committee but, at the risk of duplication or mentioning some names but not all, Chairman Bruce Hauben and (spouse and functional co-Chair) Joyce Brinton do an amazing job of running the event (including countless hours of planning in advance) and spent six days at the track without driving. Stan Corbett will have the unenviable job of trying to fill their shoes next year. And a thanks to our Chief Instructor Jerry Pellegrino who not only did that job (and didn't have time to drive) but also offered car repair advice to what seemed like half the attendees.

Upshifting

Bruce Hauben



Some places you just can't get to from here, others have so many different ways to get to that it's a perennial point of discussion. Calabogie Motorsports Park is one of the latter. There are many different routes and there's really no right or wrong way to travel, no different than Scotch vs Vodka vs Rum drinkers, all in the eye of the beholder – or drinker or driver as the case may be.

If you know me at all you know that Bruce is to queues as oil is to water. Many years ago we were directed to a little used CA/US border crossing and ever since, have sought out that and similar crossings. Look on any large scale map and wherever there is a tiny black line crossing the border there is a customs station on either side. And yes, I'll go out of my way to one of those rather than risk an hour's wait at a main crossing.

So our drive from home to Calabogie was uneventful, sure makes a difference when you're not towing a trailer and car. As soon as we crossed the border and headed west in Canada we were

The more we go to the MT Blues Festival the more we are reminded that there are so many great musicians that we've never heard of...

met by a strong head wind, enough to visibly watch the MPG drop. I needed a reality check and got it when we arrived at the track as others had encountered the same situation and commented on the effects of that headwind.

Our Calabogie weather was fantastic, couldn't have been better. Every day was in the high 70s to low 80s and reasonably dry (humidity wise). A significant turnaround from the high 90s and humid that we experienced last year. One afternoon of showers didn't really dampen anyone's spirit or fun on the track.

We combined our 6 run groups into 4, giving everyone lots of track time. A large contingent from NNJR showed up, many for the first time to a driver loved the track, some even deciding that it was now their favorite. Among our celebrity drivers were David and Arlene Novak, PCA National Counsel and National Safety Chair respectively. Ooops, that reminds me I have to get the incident reports filed with PCA. Drivers also arrived from FL, VA, OH and many states in between as well as Ontario and Quebec. Our co-host/sponsors for the event, Rennsport of course were well represented from the Ottawa and Montreal areas.

The beer/wine/munchies social at the end of the first track day was a huge success as always. It's been a difficult balance at times, having enough beer but not too much. We want folks to enjoy themselves without getting into trouble later or on the other hand thinking of us as tightwads because there wasn't enough. Seems that we've been successful at striking a good balance there.

Last year, one of the highlights of our Calabogie trip was hanging out on the patio at Jocko's Motel with Moe, Ray, Beth, Dick, Ann and others. We'd get back from the track, open the refrigerators and enjoy our own social hours followed by calling the local pizza/pasta restaurant (really good, cheap food) for delivery to our patio. It was great fun and while we all looked forward to it again this year, it did not come to fruition. Joyce and I were the only one's at Jocko's so we'd meet up for dinner later.

Suffice to say, all had a great time, loved the track and another successful event was put to bed. On to Mont Tremblant, better known as Les Circuit Mont Tremblant or LCMT.

Again there is a choice of routes, through Ottawa or down the river and crossing on a ferry; even the big 53' rigs have no trouble on the ferry. In fact it's easier for them on the ferry than the winding little streets of Ottawa. It's only a 3 ½ drive between venues, but most of us stay over on Saturday, making for an easy day on Sunday after a nice breakfast at Stinson's gas & café.

Joyce and I stopped in the outskirts of Mont Tremblant to stock up for the next beer/wine social at LCMT-actually outside of St. Joviet which I find is a part of Mt Tremblant. Anyway, I was amazed, never having been into this IGA, it was fantastic. I'm a bit of a food/grocery store fancier-when travelling while others may search out local museums I search out local food stores. It's my way of getting an insight to the locality and people, not to mention often finding local specialties (food) that I like to bring home. Well, this IGA had one of the best and most attractive fish counters I've ever seen, not to mention the fresh produce and a huge beer selection.

As we arrived at the Fairmont around 1:00 we were able to enjoy that afternoon's Blues performances without worrying about dropping off our rig; remember that we didn't bring it this time. The more we go to the MT Blues Festival the more

continued on page 46

Torqued Up

Amy Ambrose



Conscious incompetence. That is the phrase bandied about in reference to one of the initial stages a driver goes through on his/her first track day. Everyone experiences it to some degree — you truly believe you are oh so very competent at driving when... wham! You are shocked with the reality on your first day of how much realignment to your mindset you need to do. You realize you actually have a long way to go with regard to your driving acumen. Enter the instructor. The instructor has already experienced everything you have and slowly gently (well that is the plan at least) helps you through that shock with the eventual goal of unconscious competence. This means you learn what you realize you don't know (conscious) until you get to a point where you don't even realize you are doing it right (unconscious). Are you still with me? I began track driving less than two years ago and have been constantly buffeted with the question of, "hey don't you want to become an instructor?"

Jay Tepper, NASA's Chief Instructor, came up to me and congratulated me on becoming an instructor.

"No way" was always my knee-jerk retort. "I don't have enough patience!" conveniently forgetting the fact that some instructors obviously had had enough patience to instruct me. Well, yes I humbly admit that patience isn't in the top 10 of my virtues, probably closer to the triple digit part of my list... if they even go that far. But somehow somehow you guessed it — I am now an instructor.

Looking back on the way it happened one could easily observe that I unconsciously arrived there. The arriving part was a couple of months ago at Monticello. I had a day in mind and I wanted to drive, but was informed it was closed to members because NASA was running an instructor clinic. Darn! But the very conscious president, Ari Straus, informed me that he would just add my name to the list of attendees in order to slide me in for some personal track time. I merely had to sit in their classes and then do some role-playing with their instructors driving my car, acting like the worst students ever. Reasonable. Please add me to the list. I figured that in the worst-case scenario I would get a few more chuckles at myself and maybe possibly learn something. It was a fun day;

I bonded with a few of the instructors and made some fabulous new buddies. Hello Carmen Dell Aquilla and Enrique! So, I like to end my day there with a nice cappuccino at the bar. I was sitting there, minding my own business as per my usual *modus operandi*, when Jay Tepper, NASA's Chief Instructor, came up to me and congratulated me on becoming an instructor. He asked when I wanted to start. I didn't have the heart to tell him I was an interloper and merely wanted to play by myself, but I was flattered and thought, "Well if he thinks I can do it then by golly I will do it!"

I did mention to Jay that I would step up to the plate under the condition of being assigned someone totally fresh to the track; so fresh they wouldn't know I was still fresh! He assured me that wasn't a problem and I proceeded to scramble together as many instructor manuals to read in order to now be able to truly play the part. They all had a common overlapping theme — that to be a good instructor you need to listen and talk — basically having a conversation with your student in order to tailor the best instruction. Listen and talk? Well, I will be a natural then. When I am not talking I am listening; the talking may overshadow the listening but I can work on that.

Prior to the event I received an e-mail with the name of my student and make of car. I diligently e-mailed him a few times and asked him all the pertinent questions as well as answering any of his. I was hoping he wouldn't ask me if it was my first time, but then I recalled my first day in the not so distant past. The fact that my instructor may have never instructed before never came onto my radar; it was the furthest thing from my mind since I was counting on the fact that he knew more than me and that was more than enough. He never asked — see how our worst fears rarely ever happen? Some of us need to remind ourselves of that. So I hopped in his car and we were ready to go, the whole time I was talking and talking. I said, "My instructor style (I left out the part where I had never instructed before) is to constantly talk; is this okay with you?" I was figuring if I talked outside the car a lot, then chances were high that it carried over into my instructor style. I was right! And he was delighted because he said his wife talked all the time so he would feel right at home. I was liking

continued on page 46



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2011 Calendar At-A-Glance

August

1-6 Porsche Parade, Savannah
Georgia
7 NER Autox @ Fort Devens
10 Board Meeting
15 NCR DE @ LRP
21 Essex River Cruise
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
11 Porsches and Polo
15-18 PCA Escape 2011 Flag-
staff, AZ
15 NCR DE @ NHMS
16 NER DE @ NHMS
17 NER Autox @ Fort Devens

October

2 Auction at Lars Anderson
8 NER Autox @ Fort Devens
9 Fall Rally
10-11 NCR DE @ NHMS
12 Board Meeting
18 NER Autox @ Fort Devens

November

9 Board Meeting
12 Not-Quite-Annual Photo
Contest

December

3 Annual Dinner
7 Board Meeting

Essex River Cruise August 21st @ 1:00 PM

Join your fellow NER members in a delightful summer tour of the historic and beautiful Essex River area aboard special tour boats with a running commentary by the captain of the vessel. Plan to arrive ½ hour before the tour so that we can leave on time.

After the 1 ½ hour cruise we will adjourn to Woodmans seafood right down the street for lunch.

For further information check out this link. http://www.essexcruises.com/erc_p/tours.html

NAME(S) _____

EMAIL ADDRESS (please print) _____

COST IS \$25 PER PERSON; MAKE CHECKS PAYABLE TO PCA/NER AND MAIL TO; Fedele Cacia, 158 Walnut St., Natick, MA. 01760. Questions; email fedele at fedelecacia@verizon.net

Deadline is August 14th.

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NER AUTOCROSS SERIES EVENT #4

SPONSORED BY



The fourth event of the NER Autocross Series is Sunday August 7th at Fort Devens.

With three events under our belt the season trophy contests are heating up. Remember that you need to attend 4 of our 5 events to qualify!

For those who haven't yet attended, remember that we have only two events left (plus the Zone 1, two day event on August 27-28). This is a great way to learn how to better drive your Porsche or prepare for a DE event. We are quite fortunate to have a venue like Devens. As a retired airfield, not unlike a mini-Sebring, it affords us the ability to build courses that rival regional racetracks in size and scope, if not ultimate speed. With 30+ corners in a mile long course there is ample opportunity to learn and practice multiple aspects of high performance driving, from car control and brake technique through corner analysis and chassis setup. All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of our street or race classes, created to maximize competition and let you enjoy your Porsche the way it was designed to be used.

Entrants will get as many as 8 individually timed runs and be eligible for awards. The top three drivers in each class will be presented with an embossed pub-style pint glass suitable for micro-brews and bench-race-bragging (beer not included).

Registration opens at 7, closes at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for registration, tech inspection and course walkthrough before the driver's meeting. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event.

The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$45 for members, \$50 for non-members.

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.



2011 NER DRIVERS EDUCATION EVENT

WATKINS GLEN

INTERNATIONAL SPEEDWAY

with a DE Enduro



Generously Sponsored by
European Performance Engineering, Inc.

EPE

EUROPEAN PERFORMANCE
ENGINEERING

AUGUST 26 - 28, 2011 Co-hosted with North Country Region

Registration Open NOW

You read it correctly. Our second annual 3-DAY weekend DE - Friday to Sunday - at Watkins Glen. Everyone may drop your rigs on Thursday night 6-10pm. Register for this event NOW!!

Many thanks to our long time sponsor of this event, European Performance Engineering in Natick, MA. A quick call to EPE at 508-651-1316 and you can arrange for your no charge pre-event tech inspection.

Many drivers name The Glen as their favorite track. From it's ragged infancy in 1948 through many incarnations over the years, The Glen remains one of the premier road tracks in the world, hosting events from NASCAR to Can-Am/Grand-Am Rolex, US Vintage Grand Prix and Indy car races.

The 3.4 mi. road circuit has been continually updated and driven by every iconic pro imaginable, not limited to Hill, Stewart, Clark, Lauda, Fittapalda, Bordon, Dailey, Lally, Brensinger and Bell. Don't miss you opportunity to join this list and drive "New York's Thunder Road".

We'll hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red group drivers, emulated by some, duplicated by none. All drivers and guests are invited to a beer and wine social Friday at the lakeside pard immediately following our track driving.

Garages will be available on a first registered first served basis for \$50 /3 days. Sign up now.

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

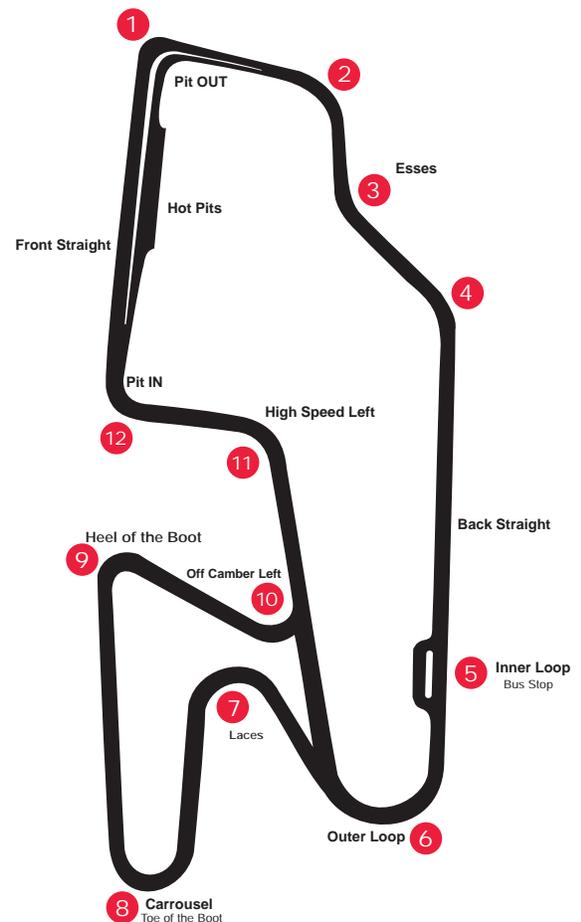
Registration for this event will be handled by NER through www.clubregistration.net and full DE info is available at www.porschenet.com. Pricing for the event is as follows:

Students	\$570
Signed off Drivers	\$495
Instructors	\$270

Directions to the track and further details will be included in Track Rats messages and at 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; or 508-529-6127 before 8 PM.

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



2011

Zone 1 Autocross



August 27th - 28th, 2011 Moore Airfield Ft. Devens Ayer, MA

The Event

This is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCRs) for Medium Sized Regions are used for classifying. Entrants must compete both days to trophy. Team Challenge for All PCA Regions. Registration opens 8:00 a.m. sharp, first car off approx 9:15 a.m. Porsche cars only. Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/12/11
\$85/person after 8/12/11
\$45/person for Saturday dinner
Amounts are for one or two days
Online registration via clubregistration.net only.
No on-site registration.
Registration will open 7/1/11 and close 8/24/11

Host Hotel

Springhill Suites by Marriott
(<http://devenscommoncenter.com>)
31 Andrews Parkway Devens MA
Phone: 978-772-3030
Rate: \$129/night + tax
Refer to Code: "AXPC" for group rate
You must book by 7/28/11 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpca@aol.com

Zone 1 Registrar: Aaron Ambrosino
(518) 729-0017 aambrosi@mac.com

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>

PORSCHEFEST 2011

SATURDAY, SEPTEMBER 10TH, 2011



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

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

CONCOURS D' ELEGANCE

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



PORSCHEFEST 2011

SATURDAY, SEPTEMBER 10TH, 2011



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

CLASSES

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

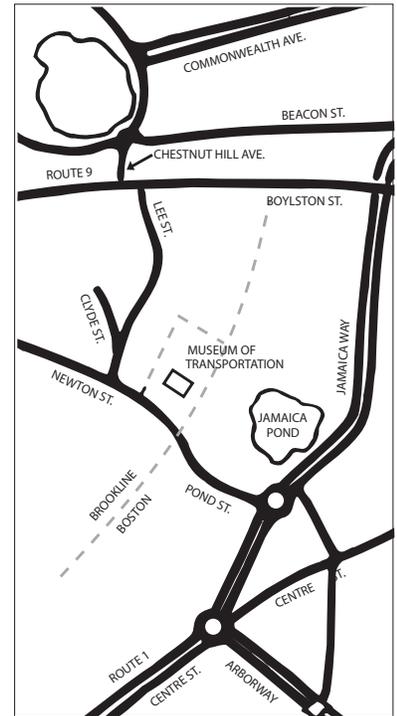
Track / Race Car Concours - Park your Club Racing or DE Porsche on the lawn, and let the people speak. Our attendees will cast ballots to pick the coolest racecars.

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

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

SCHEDULE FOR THE DAY:

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



Concours Registration Form

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

Entrant Name: _____

Address: _____

City / State / Zip: _____

Phone (day): _____ (evening): _____

E-mail address: _____

Porsche (year / model / color): _____

Select an entry option & check the box:

Full

Top Only

Track & Race Car

Park & Wipe

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

Steve Ross
49 Village Brook Lane
Natick, MA 01760

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

Pre registration is due by September 3rd, 2011

Porsches and Polo at Myopia Polo Club, Sunday September 11th

On Sunday, September 11th, NER invites you once again to enjoy a Polo match at Myopia Hunt Club in Hamilton, MA.

We'll have exclusive field side parking assigned to the Porsche Club members where you can relax, check out each other's cars, have a great view of the match, and enjoy some food and refreshments with fellow club members. This year, we will be judging the most exotic, creative, (and delicious) food creations, so get your culinary creativity going break out the crystal and china to impress the judges and your friends. Polo is one of the few sports requiring active spectator participation. During the match, after the third and sixth chukker, you can walk off your picnic and help maintain the field by replacing the divots on the field kicked up by the ponies. Following the match, the crowd is invited to join the awards ceremony at the center of the field.

Admission can be paid at the gate and is \$10/person or \$20/carload (yes, a 911 can hold 4 people ...). Plan to bring your own food and refreshments. The Porsche Club will have its own designated parking area for tailgating and socializing.

Gates open at 1:30 and Match Time is 3:00 PM.

In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by email or mail using the form below; please send your registration requests in by September 1st.



In order to reserve our parking area, we need to let the folks at Myopia know how many of us there will be. Please register for this event by email or mail using the form below; please send your registration requests in by September 1st, 2011.

Name(s) _____

Address _____

City/State/ZIP _____

Phone _____ Email _____



Directions:

From the North: Take Rte 95 S to Rte 133 E; Take Rte 133 East to Rte 1A South (Rte 133 and Rte 1A join). Follow Rte 1A South through Ipswich and on to Hamilton. Look for the Polo Grounds on the left, approximately 2.5 miles after the Hamilton Town line

From the South

Take Rte 128 N to Exit 20A (Rte 1A North) Follow Rte 1A North for 3.8 miles through N. Beverly, Wenham, and S. Hamilton. Look for the Polo Grounds on your right.



2011 NER DRIVERS EDUCATION EVENT

NEW HAMPSHIRE MOTOR SPEEDWAY



Friday, September, 16th 2011 (Following the Thursday NCR event)

Registration opened March 1, 2011 at www.clubregistration.net

NER is hosting another terrific DE event at NHMS on Friday Sept. 16th following the NCR DE event on the 15th. This gives you an excellent opportunity to both get to know our sister region to the north, as well as sharpen your skill at our home track. If you're new to this awesome sport, this is a wonderful 2 day opportunity to really get a handle on what it's like to drive on a real race track.

NHMS is our home away from home, just north of the Massachusetts border in Loudon, New Hampshire. It's an easy hour from Boston and is the site of many televised races, including NASCAR events. What is not usually shown 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 recognised car club members.

To register for this event go to www.clubregistration.net

More DE info is available at www.porschenet.com

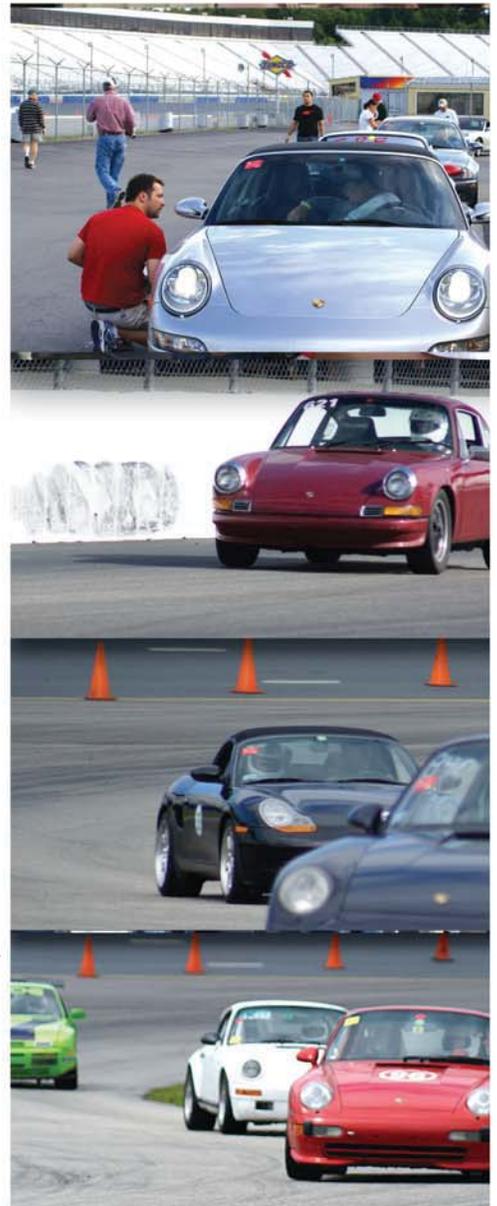
Pricing is as follows:

Green and Yellow Students	\$185
Signed off Student	\$165
Instructors (before August 25th)	No Charge
Instructors (after August 25th)	\$75

Garages will be available on a first come first serve basis for \$30.

Directions to the track and further details will be included in your event pack. As all communications will be made via e-mail, please make sure your e-mail address is correct in your clubregistration.net profile.

Registration Questions? Contact Mark Keefe, Registrar at TCReg@PorscheNet.com or 508-529-6127 before 8PM
Event Questions? Contact Bruce Hauben, Track Chair, at TCChair@PorscheNet.com or 978-952-8517 before 8PM



NER AUTOCROSS SERIES EVENT #5

SPONSORED BY

G E R M A N M O T O R S INC



The fifth event of the NER Autocross Series is Saturday October 8th at Fort Devens.

This is the last event of the season and your last chance to wring out your Porsche before it goes into the garage for the winter. And actually, this is usually one of the better weather days as it is not so hot standing on the tarmac!

Autocrossing is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills. Also, unlike Driver Education, it is a competitive event: you compete against similar cars by individual timing. So the entrants at our autocross events are a dynamic mix of novices, possibly prepping for going to the track, and veterans who view autocross as their main motor sport. Note that novices can always count on help from the veterans and no one takes it so seriously that it breaks the spirit of camaraderie. (Well, OK, some people do take it pretty seriously – but they're still nice!)

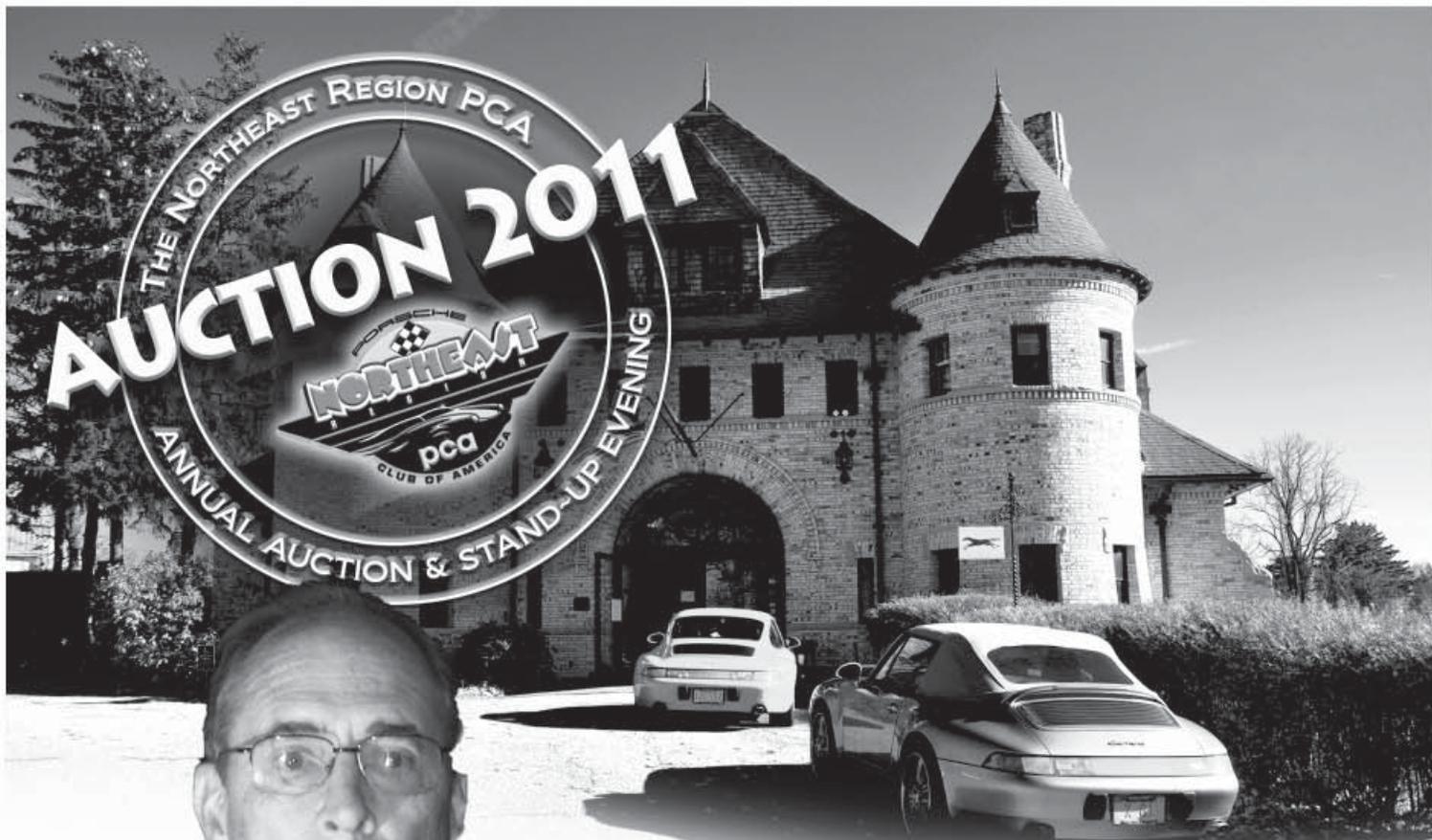
Entrants will get as many as 8 individually timed runs and be eligible for awards. The top three drivers in each class will be presented with an embossed pub-style pint glass suitable for micro-brews and bench-race-bragging (beer not included).

Registration opens at 7, closes at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for registration, tech inspection and course walkthrough before the driver's meeting. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge.

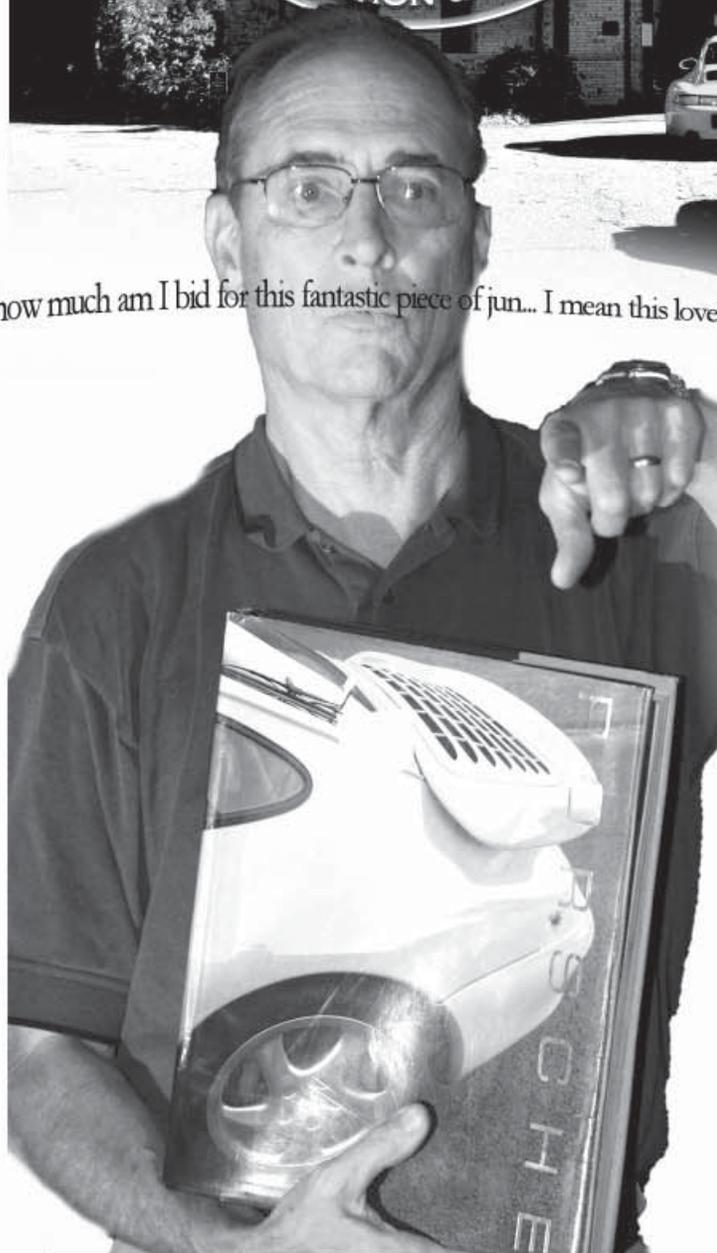
You will be required to perform a work function during the day as part of the event.

The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$45 for members, \$50 for non-members.

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.



OK, how much am I bid for this fantastic piece of jun... I mean this lovely coffee table book? OK, who brought this thing? I better see your hand up!



Come join our talented and humorous auctioneer Tom Tate, as he leads the bidding on all manner of items... from the expected Porsche parts, tires, calenders, posters and everything else Porsche related to anything else that may be cluttering your home. In past years we have seen... custom pot holders, dishes, pots and pans, tools galore, gardening implements, old toys some of which may have been on Antiques Roadshow and photographs of all manner, you bring it... it gets sold and you get a good laugh from Tom's usual antics.

As an added bonus the Larz Anderson Auto Museum will be holding a swap meet on the lawn from 10am until 2pm... and food will be available there from a local caterer.

There is no charge for the event and the proceeds from the sale of items go to either the seller or our charity - Angel Flight, your choice.

Questions? please email Fedele Cacia at fedelecacia@verizon.net

OCTOBER 2 - following the Larz Anderson Auto Museum Swap Meet on the Lawn.

NER Fall Tour Set for Sunday, October, 9th 2011

Please join us for our annual fall tour of New England back roads, and main streets. The tour will start at the Johnny Appleseed Rest Area on Route 2 Westbound in Lancaster, MA. Sign-in time is 9:30 am, and we will be on the road at 10:00 am. The rest area is located between exits 34 and 35 of Route 2 Westbound, east of the Route 2/Interstate 190 intersection. There is a \$15 entry fee per car.

The tour will be in three parts.

- 1) START to Kringle Candle in Bernardston, MA, where we will have lunch.
- 2) Bernardston to the Kitteridge Auto Colection. in Leverett. The collection consists of 50 PLUS Porsches, Ferraris, Aston Martins, etc, all in a beautiful country estate setting.
- 3) Leverett back to Route 2 Bypass in Orange, MA, and then home from there.

Details are still being finalized. Full details with entry form will be in the September NOR'EASTER.

NAME(S) _____

CAR MAKE/MODEL _____ / _____

PHONE _____ EMAIL ADDRESS (please print) _____

COST IS \$15 PER CAR; MAKE CHECKS PAYABLE TO PCA/NER AND MAIL TO; Charlie Dow 18 Newton Road, Sudbury, MA 01776 Any questions? Contact Charlie Dow at crd968@Verizon.net or by phone at (978) 443-2672 Registration deadline is October 1st.



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NER's Not-Quite-Annual Photo Contest!

Saturday, November 12th 12:00PM at Lars Anderson

We will be holding our first photo contest in many years (last time we did this the medium to show the pictures were slides), so get out there and show us your skills in our audience judged contest. Food will NOT be available at this event.

Simple rules; 1) Limit one photo per class, 2) Must be digital pictures

All entries must include the entrants initials below the picture so we can identify the submitter. (Do not put name as we don't want the judging audience to know that). Information on how to submit your entries will be available in next month's Noreaster and on the webpage (by first week of August).

All entries must include the class that they are to be judged in, see abbreviations below.

- A. Most colorful picture
- B. Best Porsche picture
- C. Best trick photography picture
- D. Best animal picture
- E. Best action picture (must be separate from Porsche or colorful entry)
- F. Best children's picture.

Questions please contact Steve Ross by email at SLR944@AOL.COM



German Car Day, and a Stroll Through History

Copy and Photos by Adrienne Ross

On Father's Day, my daughter and I decided to take an adventure over to German Car Day at the Lars Anderson Museum. NER spends a few days (or nights) a year here, so I knew the way, and it's a fun drive in the Boxster.

I think I've mentioned before that I'm a bit of a history nut, but strangely I've not ever put the pieces of the history of German cars, and the history of Germany itself together. As we wandered through the array of cars, the contrast between the tiny Audi, and the gigantic Mercedes started to ring little bells in my head that each of these marques must have a very interesting history indeed, so I came home from our little foray, and did some research. I know that most of you probably know this, but for those who don't, here is a little history lesson in honor of Ferdinand Porsche.

Ferdinand Porsche, was born in Reichenber, Bohemia (later Czechoslovakia) in 1875. The young Porsche demonstrated excellent mechanical aptitude at age 18, although the only 'formal' engineering education he ever obtained was to sneak into night classes at the Technical University in Vienna.

Austro-Daimler (a licensee of the Stuttgart-based Daimler firm) lured Porsche over in 1906 to be its chief designer where he worked for most of the next decade. Austro-Daimler concentrated on war material including aircraft engines, huge trucks, and motorized cannons. In 1916, Porsche became the firm's managing director.

In that same year, Porsche received what became his most cherished honor, an honorary doctorate from Vienna Technical University, the same institution where 24 years earlier he had sneaked into night classes. This degree was designated by the now-famous "Dr. Ing. h.c.", (Doctorate of Engineering honoris causa) which was to perpetually become part of the professor's persona and eventually part of his firm's name.

In 1923 Porsche and Austro-Daimler's board differed on the future direction of its cars and Dr. Porsche left Austro-Daimler, moved over to Stuttgart as Daimler-Benz's Technical Director, and began focusing on racing. A series of intimidating racing cars followed: the big 6.2-liter K, 6.8-liter S, and then the 7.0-liter SS, SSK, and SSKL, dominating racing in 1928-1930. While Porsche's racing activities were successful, his push for small, light Daimler-Benz cars was not. The board objected, and Porsche left. At age 55, Porsche had no job; despite his broadly-acknowledged brilliance, his well-earned reputation was not going to help him find a job.

In January 1931, he launched his own consulting firm, 'Dr. Ing. h.c. F. Porsche GmbH Konstruktionsburo Fur Motern, Fahrzeug, Luftfahrzeug, and Wasserfahrzeugbau' ('Motors, Vehicles, Airplanes, and Boats...') with two of his relatives: Anton Piech (a lawyer; Ferdinand Porsche's son-in-law and later father of Ferdinand Piech, now chairman of Volkswagen), and Porsche's own son, Ferry.



The 356 side of the show. This is how it all started.



Lots of different types of cars greeted us at the show.

Ferdinand (Ferry) Anton Ernst Porsche had been born in 1909 in Weiner Neustadt, Austria, the second child in the family behind a five-year older sister, Louisa. His first nickname was 'Ferdy' but (as he recounted 50 years later) his governess did not like the sound of the name and changed it to 'Ferry'.

Growing up, young Ferry was allowed to play in the Austro-Daimler factory. He was interested in all matters automotive and paid attention to what he saw and heard in the factory. In 1928, not yet 19 years old, he began an apprenticeship at Bosch. In 1930, he was tutored daily in physics and engineering in preparation for working in the new Porsche consulting firm. The '30s were alternatively exhilarating and depressing for the Porsches: times of impending financial disaster mixed with huge engineering successes, followed by the War and the destruction of the European economy.

Germany's newly elected chancellor, Adolf Hitler; decided every German family needed either a small car or a durable tractor. In June of 1934, the Third Reich signed a contract to build prototype Volkswagens overseen by Ferry Porsche, the de facto managing director. By the winter of 1936, three prototypes had been built in the garages of Professor Porsche's home. In early 1937 the Reich selected an estate northeast of Hanover to become the site of the Volkswagen factory. 'Die Autostadt' was born; today it is Wolfsburg, still the worldwide headquarters of Volkswagen.

In 1944, allied bombing destroyed over half of the plant. Only because two huge electricity-producing turbines were unscathed did the British rebuild the plant and restart production of the Volkswagen after the War.

Back in the early '30s the Porsche firm launched a second

continued next page



The new Cayman R.



Early little Auto Union

Continued from previous page

internal project to design a car to meet a new Grand Prix formula. Hitler had announced a 500,000 RM (\$250,000) subsidy for a German firm that would build and campaign cars in the new formula. Daimler-Benz applied and won; Auto Union Deutschland Ingolstadt (which later became AUDI), (Ingolstadt, Germany, is where Audi is headquartered) applied and lost. Auto Union reapplied taking Professor Porsche and his designs to meet with Hitler and his staff. In the now-famous meeting, Porsche convinced Hitler of the merits of the Porsche design. Soon the Grand Prix wars of the Silver Arrows were on.

The younger Porsche had grown up anti-military and stayed apolitical through the Nazi years. When the Allies arrived in mid-1945, it was no surprise. That November; the French invited Professor Porsche to visit them, offering the opportunity to redesign the Volkswagen to be more French and to move equipment from Wolfsburg (which the French would claim as war reparations) to build cars in France. There's no suspicion that the meeting was anything but what it seemed to be, the French had already nationalized Renault. But disagreement within the government ensued, and French automakers, led by Jean Pierre Peugeot, wanted no part of a French Volkswagen. On December 15, 1945, while the invited guests of the French in Baden-Baden, Professor Porsche, Anton Piech (his son-in-law) and Ferry Porsche were arrested as war criminals. Ferry was soon released, but the Professor and Piech went to prison in Dijon. With no charges ever brought and no trial scheduled, 'bail' was set at 500,000 francs each.

After his release, and while his father was in still captivity, Ferry tried to keep the company in business. The younger Porsche went to work to secure a commission for the family firm, while they repaired cars, water pumps, and winches. With help from Carlo Abarth, Porsche secured a contract with Piero Dusio, a wealthy Italian industrialist, for a new Grand Prix race car. The fees Porsche earned for its design bought the release of Professor Porsche and Piech. They were freed August 1, 1947 after almost 20 months in captivity, mostly in terrible conditions in the medieval Dijon prison. The Professor's health had deteriorated greatly.

During the Professor's imprisonment, the company also started work on a new design, the Porsche 356, the first car to carry the Porsche brand. The company had been evacuated from Stuttgart to avoid Allied bomb raids and was now located in Gmünd in Carinthia (Austria). The company started manufacturing the Porsche 356 in an old saw mill in Gmünd. They manufactured 49 cars, which were built entirely by hand.

The Porsche family returned to Stuttgart in 1949 not knowing how to restart their business. The banks would not give them credit, as the company's plant was still under American embargo and could not serve as collateral. So Ferry Porsche took one of the limited series 356 models from Gmünd and visited



The 356 experts consult behind a real red beauty.



1936 Mercedes 540K Special Roadster Reproduction.

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A Spontaneous Dinner on the Summer Solstice

Copy by Don Plant, photos by Kathy Plant

After several weeks of cool damp June weather, we decided to take a chance that the weather would soon improve and proceeded to make arrangements for one of the Northeast Region's spontaneous dinners in the Rhode Island area. What better location to celebrate a summer solstice evening and sunset than Redlefsen's in Bristol, RI overlooking Independence Park along the waterfront. Redlefsen's has become well known for their focus on German fare such as traditional wiener schnitzel and a selection of imported German and European beers, as well as more traditional New England entrees.

As we arrived, over a dozen Porsches, from an outlaw 356 to a relatively new GT3 RS, were parked along Thames Street and the park and a relatively large group of people were noticed mingling in front of the restaurant, obviously chatting up their favorite subjects. Thirty-five hungry Porschephiles filed into the quaint Bavarian themed dining room decorated with hand-painted murals and various whimsical European objects d'art where several groups of tables were prepared for us. As we began to select and settle into our comfortable spots to take in the surrounding scenery, menus were handed out and carefully reviewed. It wasn't long before everyone's favorite dish was quickly served and slowly devoured. Before everyone began to leave, there was a unanimous cheer of excitement as



A fun celebration!

Redlefsen's invited us to return again in the fall for one of their famous Oktoberfest celebrations. Looks like another spontaneous dinner could be in the making. Watch for an e-mail blast sometime around the autumn equinox.

Later, as it began to get dark, several enthusiasts with their youthful spirit ventured outside to discuss various Porsche-related subject matter as others proceeded to fire up their engines, revving them up as in a competition to see who had the best exhaust note. For several hours after, many stayed around eating ice cream, chatting and admiring each other's cars and, for a few hours at least, all was well with the world



What a great turn out!

Calabogie

Copy by Brendan Shanny, photos by Adrienne Ross

Pit out, left, right, right, left, straight, right, right, uphill, left, straight, decreasing radius left, right on a hill, straight, right, right, right, left, left, uphill, right, uphill, left, small straight, right, right, right, left, main straight.

If you managed to read the jumbled sequence of turns above, then you just ran a lap of Calabogie. It's a pretty track with the Canadian wilderness around you, however that's not what's on your mind as you go through the quarry, the three right turns before the main straight. Instead you are trying to pick whichever turn of those 20 that you think is coming up next and hope that you guessed right.

Now with all that said, Calabogie is my new favorite track. Yep, I even think it is better than Watkins Glen. Once I got my bearings on the track, it was a blast. I could make three turns feel like one and keep full throttle through another three making smooth arcs that felt great. That's the main reason why I love Calabogie. One lap just melts together as one smooth working of the wheel. Everything fit together, every turn felt like a natural progression off the last turn and you knew what you had to do to make it work. Calabogie just feels right, and I can't wait until next summer when I can make the voyage up to Calabogie again.

Well that's about all that you'll want to hear about how good I think Calabogie is, so I'll just recap my 4 day adventure in

Canada.

My father and I left early in the morning to attempt the boring 9+ hour drive from Boston to Calabogie, which is often joked about as not in the middle of nowhere, but nowhere itself. There isn't too much I can say about the drive. It was long, boring, uneventful and not the way that I would want to spend my day, but the following days made up for everything.

EDITORS NOTE: For those of you who don't know Brendan, he and his father are members of our wonderful neighbors to the north NCR. He's been driving for a little more than a year and he is faaaast! Born to drive fast.

I spent some time with these two at Calabogie, and a lot of time with Brendan in my mirrors. At some point I joked with him that if he were behind me in staging, I imagined that he could lap me in one full run (about 20 minutes). Now, Calabogie is also my favorite track (again, yes, beating out the Glen), so I'm not exactly pokey going around it.

The next run, I drove into staging, and zoom! Right behind me, and on purpose, Brendon pops in to the line.

First things first, I grant him the pass just out of turn 4 leading to the first straight, and he was gone!

On I went, learning more, a little faster, and focused on

Continued on page 32



Our early morning drivers meeting.



The entrance of turn 8.



Calabogie Lake



Look at em go!



Continued from previous page

smooth, and eventually, at turn 15 I looked up to see the checkered flag, and sure enough, a split second later, I glanced in my mirror only to find "Pumpkin" coming out of 14, and gaining fast.

I laughed hard, and congratulated Brendan to myself (and eventually to him) on his managing to lap me. Well done my friend!



Front straight.



Down the front straight into turn 1 (on the left).



Calabogie instructor's meeting.



*NER would like to thank Ira Porsche
for hosting our annual
New Comers Meeting in 2011
Thanks guys!*



PORSCHE



A Report from Mont Tremblant

Copy by C.M. photos are marked

By late Saturday afternoon the car was loaded onto the trailer and the truck was fueled up and packed with spare parts and tools. Our plan (my father-in-law Bob Cohen and I) was to leave around 9 AM on Sunday to catch up with the caravan heading to Mont Tremblant that was meeting at the New Hampshire liquor store in Hookset. After a last minute check for the key to the Porsche, helmets, the quick release steering wheel (which I only forgot once) and passports, we headed out. Steve Ross, our president and caravan leader, was in the parking lot waiting for us to arrive. After a good 10 minute discussion about the best route to take, followed by a quick detour to the restrooms, we were back on the road. For the most part, the drive was uneventful. We made a quick co-pilot change at our last stop for fuel in the States and I found myself riding with Steve. It couldn't have been more than 45 minutes into Canada when we lost Bob, my original pilot. We think he forgot to convert miles per hour to kilometers per hour and jumped at the chance to do the posted speeds. When we finally arrived at the track we were too early to drop off the car and trailer. The track had hosted vintage races that day and the group was finishing packing up. Our club was not allowed entrance until they left. We headed to our hotel, checked in and had a quick bite at the bar. By now I was really tired of sitting and we went right back to the track to find a sea of waiting drivers, tow vehicles and trailers on a large field that



Main stage at the foot of the resort. Adrienne Ross

could only be described as a tailgate party. No sooner had we pulled up to some friends to ask when they thought we could get in, someone, somewhere, threw a false green flag. Does everyone remember a LeMans start? Drivers remained outside their cars on the other side of the track and when it was time to go, they ran for it. By now, Adrienne Ross, our Nor'Easter editor, was my co-pilot and we witnessed our first truck and trailer LeMans start. Someone said go, and that's when it got



Into each life.... By Pierre Goyette.

silly. There were folding chairs and open beverage containers being hurled into the back of trucks and grown men flying horizontally into their vehicles. No sooner had it started and it was over. It was a false go. The last of the big rigs was still leaving and everyone had to continue to wait patiently before we could go in.

Monday morning the paddock was hopping. The driver meeting was scheduled for 8. Everyone was busy registering, setting up and getting their cars ready to go through the tech line. I had the car set to go the night before and now I was off to find my student. This was easier said than done. All I had to do was find a black 911 among 120 other Porsches. I decided not to try this alone, so I took George Markley, who also needed to find his student, with me. Thankfully, I was able to find that black 911 right away, but George was not that lucky. Joyce, my student, and her husband John have been to this track before and they had just come from our Calabogie event where she was moved up from green to yellow. In case you are wondering, she did great and it was my pleasure to be able to work with her those three days.

continued next page



Out of Namerow. By Pierre Goyette.



The chase is on! By Pierre Goyette.



Relaxing between runs. Adrienne Ross



From the bottom of the hill. Adrienne Ross



The pond at the track. Adrienne Ross

Continued from previous page

Just before the drivers meeting, most of us found shelter from the already uncomfortable hot sun under a large tent that was left over from the vintage races the day before. It didn't take long to find some familiar faces I was anxious to see. Eventually the large group split into two different meetings, Instructors and Drivers. The instructor meeting was run by the Northeast Region's Chief Instructor, Jerry Pellegrino and the drivers meeting was handled by Bruce Hauben, our Past President and Track Chair. During the meeting, my mind would wander to the fact that I had not been to this track in 4 years and now I needed to help someone else learn to drive the track safely. Needless to say, my first run was a baptism by fire but it quickly came back to me. At the end of the day, once the last run group had finished, we were all invited to stay at the track for a 'beer and wine' social. Here we all got to compare notes on handling this track. Everywhere you looked someone was gesturing, as if their hand was their car, how they drove through each section of the track. By now, the heat and excitement of



They all look so good out there! By Pierre Goyette.



Brendan makes the pass. By Pierre Goyette.

the day, combined with an ice cold adult beverage, reminded me it was time to get showered, fed and into bed because we still had two more days.

The last two days at the track get even better. Even Tuesday's touchy weather could not dampen our good time. The first day on a track can be nerve wracking. You are finding your way and getting comfortable. The second day on the track you find everything begins to click. You find your groove and start feeling good. By the third day, you have hit your top form. Now, you begin to feel the exhilaration of a new track and try to put your exhaustion at bay. Having the opportunity to spend three days in Canada at a great track is an amazing experience.

Outside the track there was plenty going on. Our July event falls right in the midst of the blues festival. The village in Mont Tremblant is a great destination, even without hitting the track. There are activities for everyone. You can take advantage of: hiking, biking, shopping, food, entertainment, the

continued next page



Mark and Irene are having a good morning. Adrienne Ross



The lake at Mont-Tremblant. Adrienne Ross

Continued from previous page

luge, zip-lines and so much more.

For me, Tuesday night was the crown jewel. The weather was perfect and a group of us decided we'd meet in the lobby and head over to the village. We started downhill for dinner and stopped at a small outdoor café far enough away from the music that we could talk about our day. After dinner we started our way back up the hill in search of "one scoops" of ice cream. (Thank you Jerry!) Throughout the night, we met up with other drivers doing the same. We finished our evening by joining another group of salty, seasoned drivers for a night cap and some good ole fashion heckling. The food was good, the ice cream better and the company was the best. After all, someone said, it's not just the cars, it's the people. So, at the next Driver Education, be sure to meet someone new or say hello to that familiar face you keep seeing at Porsche events. You never know who you might meet.



Nice pass! By Pierre Goyette.



Having a laugh at drivers meeting . Adrienne Ross

NER Raises \$2,818 for Angel Flight NE

Copy by Joyce Brinton

During NER's recent Canadian DE events at Calabogie and Mont Tremblant, we raised \$1,000 by offering Parade Laps during the lunch hour and by our instructors providing Taste of the Track rides during regular run group sessions. This wouldn't have been possible without the help of the following people: Dick Anderson, Joe Billmaier, Hazel deBurgh, Pete Donohoe, Marie-France Gagne, Allan Gardner, Bruce Graham, Laurie Jitts, George Markley, Russ Martorana, Michael Noreck, Horst Peterman, Steve Ross, Melonie Sullivan, John Sullivan, Martin Tekela, and Peter Tracy. (I hope I didn't miss anyone.)

In addition, our former Treasurer, Robert Cohen, has outdone himself by raising \$1,818 in contributions from his clients by offering them rides at various track events and by creating Trans-Gilcee prints from photographs of the clients' cars or homes. As you know Angel Flight NE works with volunteer pilots who donate their time, planes, and all the costs of flying them, to take patients and their families to medical institutions at no



cost to them. One of AFNE's new initiatives is specifically aimed at assisting Armed Forces vets and their families get necessary medical treatment. They provide these services throughout the Northeastern states. If you go to the Angel Flight NE website, <http://www.angelflightne.org/> you can learn more and read some of the heartwarming stories about some of those who have benefited and the pilots who have flown these missions.



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Coffee and Porsches

Copy by Steve Ross, photos by Adrienne Ross

On a recent hot humid Sunday 40 PCAers gathered at Panache Coffee shop in Framingham to chat, admire each other's Porsches, and enjoy the fine beverages and food. The cars ranged from a '66 912 to a 2011 Targa.

Our host, Reshma Ramlukan a PCA/NER member, had recently asked us if the club would be interested in holding a get-together at her establishment some day. Thanks to the e-mail blast sent out on the Thursday before by Membership Chair, Amy Ambrose, the e-mails were flying as interested members confirmed a place at this first-time event for the region.

Based on the great response we plan to continue these coffee and Porsche get-togethers on a regular basis.

Check out the pictures that our editor took.



Lining up for java!



Steve makes some introductions.



Finding old and new friends.



I love it when a parking lot looks like this!

NER Autocross No. 3 Photos : 7-9-11 at Ft. Devens

Photos by Dan Mull



AX action!



Timing and scoring at AX.

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NER Autocross No. 3 Results : 7-9-11 at Ft. Devens

2011 NER PCA Autocross #3 Results

Class	Pos.	Driver	Car Model	Total	Class	Pos.	Driver	Car Model	Total
1S	1	Francis ODay	914-6	77.034	5S	1	Duncan Dana	Cayman	71.572
1R	1	Sigrid Schnoerr	914	65.68	6S	1	Mark Schnoerr	C4	65.619
2S	1	Neil Halbert	944 S2	67.191	2	Marc Polk	C4S	67.983	
	2	Jim Shepard	944	69.196	3	Christopher Fahy	911	68.227	
	3	David Beningson	944 Turbo	69.852	4	Ted Shaw	996	68.43	
	4	Brian Halbert	944 S2	69.857	5	Dara Ambrose	996	68.706	
	5	Chris Hill	944 S2	71.503	6	Lev Tabenkin	993	69.799	
	6	Bill Aubin	944	71.849	7	Brian Cooner	911	69.929	
2R	1	Georges Rouhart	968	65.66	8	Benjamin Chang	996	73.026	
	2	Joe Kraetsch	924 S	66.063	9	Aaron Fahy	996	75.012	
	3	Lisa Roche	924 S	67.066	10	Evan Fahy	996	80.989	
	4	Devon Yablonski	944	67.304	11	Lou DiRienzo	997	87.583	
3S	1	Noel Swartz	911 SC	68.27	8	1	Jake Moreau	GT3 RS	61.203
	2	Steven James	911	68.941	2	Ed Moschella	2012 Cayman	65.426	
	3	Reid Van Gorder	964	70.409	3	Henry Fisher	930	68.166	
	4	David Berman	83 911	71.443	4	Michael Bickford	998 GT3	68.471	
	5	Kristin Larson	83 911	73.604	5	Thomas Pelton	04 GT3	69.462	
	6	Jack Goudreau	912	78.505	6	Rob Cummings	2009 C2S	70.508	
3R	1	Chris Ryan	911 Carrera	68.267	7	Anirudh Joshi	997S	71.3	
	2	Jeff Johnson	911 Carrera	69.101	8	Michael Machado	2011 Targa 4S	71.672	
	3	Robert Canter	Carrera	69.42	9	Susan Kelley	997 C2S	72.241	
	4	George Skaubitis	RS America	69.872	10	Sheng Wang	2011 GT3	76.007	
	5	Christine Skaubitis	RS America	74.018	11	William Nerney	GT3 RS	76.552	
4S	1	Steve Ross	Boxster	69.416	12	Michael Shanler	997S Cab	76.948	
	2	Robert Yomtov	01 Boxster	70.338	9	1	Stephen Lefebvre	GT3RS	60.526
	3	Antonio Almeida	boxster	75.188	2	Gerard Mauvis	996C4s	62.136	
	4	Barry Yomtov	Boxster	75.394	3	Mark Skala	914-6	62.448	
5S	1	Duncan Dana	Cayman	71.572	4	Akira Mochimaru	904 Replica	63.577	
6S	1	Mark Schnoerr	C4	65.619	5	Sam Lurie	996TT	66.587	
	2	Marc Polk	C4S	67.983	6	Greg Osche	Boxster S	67.106	
	3	Christopher Fahy	911	68.227	7	Pete Rokel	944 Turbo	68.003	
	4	Ted Shaw	996	68.43	10	1	Richie Lou	944	89.696
	5	Dara Ambrose	996	68.706	2	David Yu	944	DNF	
	6	Lev Tabenkin	993	69.799	12	1	Hank Wallace	95 M3	61.233
	7	Brian Cooner	911	69.929	2	Jon Cowen	BMW Supercar	62.971	
	8	Benjamin Chang	996	73.026	3	Mark Dudek	Z4	63.748	
	9	Aaron Fahy	996	75.012	4	Mike Iannotti	135	64.464	
	10	Evan Fahy	996	80.989	5	Lana Tsurikova	95 M3	64.875	
	11	Lou DiRienzo	997	87.583	6	Brian Harrington	135	66.426	
					7	James Cogswell	Miata	67.306	
					8	Nick DeRosa	m3	67.653	
					9	Emilie Cowen	BMW M3	70.015	
					10	Samantha Hill	BMW M3	72.854	

Top Time Of Day

Raw time: 60.526 9 Stephen Lefebvre

one last month. I'd been told that if it can be fixed at the track, someone will be able to help you, with parts, or tools, or whatever. On my first solo trek around the track, my brake light came on. "Ahhh," I thought, "time to come in."

Off to Speed Merchants I went, Amex in hand, ready to do business. But...They didn't have my brakes. Street or race! Oh POOP!

"Make an announcement," Jerry suggested, "over the PA. Ask for brakes."

I shrugged, and skipped off to control. "Stan, could you make this announcement for me? I suck at public speaking." And so Stan asked, and 5 minutes later I had everything I needed. (Thanks out there to Dave and to Nick! for coming through for me!)

Jerry popped em on, and I was back in business. Didn't even miss a run! (This club ROCKS so hard!) - Thanks again Jerry!!

On Sunday I caravanned over with Bruce and Joyce to Tremblant. The scenery was absolutely beautiful as it went from mostly farming communities in Ontario (complete with large rolls of hay in fields, to rolling hillsides with massive farmhouses), to the hilly region of Quebec, with curvy mountain roads, green with trees, and lush meadows.

Le Circuit Mont-Tremblant is a world famous track, loved by some of my favorite drivers both professional and amateur, so it came with a huge expectation. I'd never been to this one either, but given my recent experience of mapping a "new to me" track still fresh in my mind, I was ready to conquer it.

Laurie (Jitts) and I headed out first run with me driving, and him navigating. It was pretty thrilling to be out there learning this complicated track with me talking Laurie around, telling him what I'd noticed, and keeping my eyes and mind ahead to what was coming. I even got a lot of it right! It was very encouraging. We'd done pretty well, if not pretty slow, but oh well, that's why we're blessed with passing signals...right?

Run two was just as good if not better. I went out alone, and developed some good confidence, liking the track more and more with each circuit.

The three days were great; I hit every spot I'd wanted to in Mont-Tremblant, the resort, the town, the pool, the spa, the casinos, and the lake. We had a wonderful dinner ½ out of doors (a roof but no walls) in one of the biggest rain storms I've ever been in. The rain even made its way inside by way of a slightly leaky roof, but we made due with water glasses for buckets and menus for splash guards. Mostly we were laughing too hard to notice much. The second night I headed to the Blues Festival with a few friends. We had a liquidish dinner, this time sans the rain, but plus the music. We talked cars, and tracks, and dogs, and rally driving (I am SO going to try that soon. I can't tell you how long I've wanted to drive sideways!). The company was superb, as was the music; it was a really great night. By night three, what I wanted most was some quiet, valued company... which I was granted. I had a lovely dinner with friends at a

spectacular home they'd rented for the week. What a great idea! Anyone in for next year?

Thursday morning came early again, with packing and good-byes. I loaded up my car, and arranged everything for yet another long trip home. The valet staff at the Fairmont really had a lot of fun parking all those Porsches. They even came down to the track on day three to watch us run. They were all very sweet kids, who became more and more enthusiastic about the marque as the week wore on. And when I left, at least, it required a few minutes of goodbye, and more than one hug.

Rosemary, Bill and I had a pleasant run home, and made decent time.

And so we come to the end of week 10, the week of "OH MY GOD ITS HOT!" and recuperation. I've unpacked my suitcases and my clothes, and had some time to sort through it all. Most of the lessons of Canada are pretty personal, deep and everlasting. They're kind of what I came for in a lot of ways. Some of them are about being very brave, and some are about (me) being very stupid. Some are about what I'm capable of, and in some instances, not capable of. But I'm learning, and sometimes part of learning is learning your limits, in and out of the car.

I made some very cool connections along the way with new people I hope to spend more time with, and friends who I wish I'd had more time with. That was the best part of the trip.



The lot at Fairmont Mont-Tremblant.

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Volkswagen dealers to raise some orders.

Heinz Nordhoff hired the Porsche firm as consultants for further development of the VW, and contracted to pay Porsche a royalty on every car built. Porsche also became the Austrian distributor for VW.

With finances now more secure, Steel-bodied 356's went into production soon there after. Initial plans were to build up to 500 cars a year. Eventually, more than 78,000 356s would be built in 17 years.

So that ties the Porsche family to the Daimler-Benz, Audi, VW, and Bocsh companies, a profound influence indeed. The Professor's grandson, Ferdinand Piech has been behind the creation of numerous iconic and influential cars, including the Audi Quattro, Volkswagen New Beetle, Audi R8, Lamborghini Gallardo, Volkswagen Phaeton, and most notably, the Bugatti Veyron, which as of 2011 is the fastest, most powerful and most expensive road legal automobile ever built. Due to his influence on the automobile industry, Piech was named the Car Executive of the Century in 1999.

NOTE: Although I have, over the months, researched the Porsche history and strung together the history for my own mind, this morning I used the website <http://www.porsche964.co.uk/history/ferdbio.htm> by Prescott Kelly. I have adapted the text for use in this article.



This was hiding in the second lot.



A great turn out with lots of beauties.

Porsche dealer for service or parts was drawn to the Porsches in the showroom because it was just a VW with more power, lower to the ground and went around corners faster. What's not to like? Even when the cars were locked up on the show room floor I could see myself behind the wheel chasing that Studebaker. By the time a 356 was mine Dad's car was long gone but the journey had begun and it's been a great ride.

I hope that your trip has been as much fun as mine, and that it just keeps getting better. KTF



Photo by Tom Tate.



Photo by Tom Tate.

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Minutes - continued from page 8

to our contacts at each track. Bruce (and Joyce) have offered to provide any assistance he may need during the coming season. Joyce also reported on the two Canadian DE events held in July. The Calabogie event was very popular although attendance was less than had been hoped – those attending strongly urged NER to have the event again next year. We had participants from many PCA regions and they all said they would promote the event to their clubs. It appears that the event will actually make a little money for NER and for RSR, who co-sponsored the event along with NCR. As usual, the Mont Tremblant (LCMT) event was a huge success, with many run groups filled to the maximum allowed by the track. Since the event was, once again, during the Mont Tremblant free Blues Festival, everyone enjoyed the music after the day on the track. Many families joined the DE participants and took advantage of all the tourist activities available in this resort community. The next DE event is our annual 3-day weekend event at Watkins Glen – a world class track in the finger lakes region of New York. As part of that event, we will have a lakeside Italian dinner for all the participants on Friday evening, following a beer, wine and snacks social hour shortly after the track closes at 5:00 pm.

On September 10th we will hold our annual Concours at the Museum of Transportation in Brookline – “PorscheFest 2011”. Susana Weber has some great ideas for the trophies for the Concours winners. Registration information and details appear elsewhere in this Nor’easter issue.

Adrienne reminded everyone of their Nor’easter assignments.

The next Board meeting is scheduled for 6:30 pm on August 10th. It will be hosted by Chris Mongeon.

There being no further business the meeting adjourned at 8:40 pm.

Flat Sixer- continued from page 7

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. Till then stay safe!

New Members

David R. Adrian Shrewsbury, MA 1997 Boxster Silver	Walter L. Cronin Warwick, RI 2000 986 black	Scott R. Lancaster Bridgewater, MA 2011 cayenne s black
Doralynne L. Bibby Newton Center, MA	Thomas C. Ferree Dallas, TX 1994 968 white	Timothy M. Lawlor Plymouth, MA 2011 panamera
Richard S. Brown Braintree, MA 1992 911	John H. Garretson III South Carver, MA 2012 911 turbo black	Jonathan A. Miller Chestnut Hill, MA 2002 996 silver
John P. Cabral Bristol, RI 1989 911 black	Janusz A. Golemo Paxton, MA 1977 911s silver	Emmanuel Monahogios North Kingstown, RI 2009 911 gray
Aidan T. Cardella Wellesley, MA 1991 964 black	Robert L. Hurley West Newton, MA 1986 944 black	Hector R. Rodriguez Somerville, MA 1987 930 silver
John B. Clayton Northborough, MA 1987 944 red	Nicholas R. Kraszyk Hubbardston, MA 2007 911 turbo gray	Randall White Westborough, MA 1971 911t red
Justin R. Cook Swampscott, MA 2003 996 TT silver	Daniel J. Kurys Brookline, MA 2006 911 c4 black	John R. Young Concord, NH 2008 boxster gray

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2000 Euro GT3 Track Porsche. Silver with Red & Blue graphics (removable). 21K track miles. This is a ready to go, well sorted, GREAT DE CAR - set-up, & maintained for PCA Club Racing by EPE. 2 Sets of Wheels, Moton Adjustable shocks, Full cage, 2 race seats, Schroth 6 pt. harnesses, AMB transponder with in car display + Hot Lap system, Full Motorola Long Track radio system, Cool shirt system, quick release steering wheel and much, much more. \$59,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

1995 993 C4. Black over Black Leather, 6 speed, a 103K mile beauty, the cleanest best running '95 around, Recent leak down-all 6 cylinders 0-3%;detailed twice a year, 3M vinyl protection.Factory floor mats, full power seat package, Digital 6 speaker sound package lets you adjust from concert hall to night club settings, AM/FM Casette (if you still have any) and 6 disc CD changer, Rear window wiper, power sun roof. Maintained by EPE. \$29,000 OBO; Bruce Hauben978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

18" Fiske Mach V Wheels – Excellent condition, offset fit 964s and 996 GT3, probably many others. Was running 245/40 and 295/30 Hoosier R6. \$2,400 OBO Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

18' Custom Steel Trailer. 4 yr. old excellent condition. 7,000# GVW, 4-10" Electric Brakes. 4 Heavy Duty aftermarket "D" rings. Axles are farther back to accommodate rear engine car and allow for low profile custom (reduces wind drag) 8 wheel tire rack, beaver tail. Aluminum storage box. New tires last year. \$2,250 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

2001 911 Turbo, 35,000 miles, Original unmolested Turbo Coupe, silver blue/navy, excellent shape, garaged, records, sun roof, partial leather, heated seats, NAV, CD changer, limited slip, curb rash on 1 rim, a few scratches, ready to go! Too many toys, something's gotta go, 1st \$45K takes it. Questions? - call me, David Parsons, 781-341-4112.(7/11)

2004 GT3, Red w/black interior. "J" Class, numerous wins. 12,000 miles, excellent condition inside and out. Full cage, RaceTech seat, Moton Club Sport adjustable shocks. Cup mono balls, shifter, cables, clutch and rotors. OEM mufflers and straight pipes. Spare Fikses and wets. Sure Shift sequential shift light. AMB transponder and in-car display. In-car RaceCam. Maintained by EPE. \$67,000. Barry.Brensinger@LBPA.com. 603-6225450. (7/11)

1999 Featherlite Trailer. All aluminum, 2 car, 48 foot, gooseneck trailer. Work bench, tire rack, fuel rack, and winch. New tires and spare. Perfect condition inside and out. \$26,500. Barry.Brensinger@LBPA.com. 603-6225450. (7/11)

Porsche 1997 993 twin turbo. One of last cars made in series, 40 K miles. Guards red, cashmere tan leather factory sport seats, deviating black interior, aluminum dials. One owner, always garaged, driven street and autocross. Car has 4WD, 6-speed manual, and is fast: 0 to 30 and to 60 mph in 1.3 and 3.7 sec. European Performance Engineering did maintenance and modifications (Porsche Motorsports drive train parts and complete suspension, but engine stock). Car handles very neutral and much better than stock (is faster in autocross than newer stock turbos). Included, extra set of Fiske race wheels and autocross Hoosier A6 tires (nearly new). For details, contact Charles Stromeyer, tel 978-369-3575, Concord MA, cstromeyer@comcast.net (7/11)

2010 Porsche Cayman S 6-speed with 2,800 miles. Black with black leather interior. Completely stock. Purchased for \$68k; current Blue Book is \$55k. Make an offer. Cory @ 617-710-1235.(7/11)

1995 911 Carrera 4 Coupe, 3rd owner, 49,900 mi, midnight blue/grey, 6-spd, excellent mechanicals/service, superb exterior/interior, 12 factory options, integrated K-40 radar, original window sticker/manual/keys/remotes, pictures: <http://photo-bucket.com/1995porsche993c4>. \$37,500. Call Morgan at 617-840-0700 or email moogie8@comcast.net. (6/11)

Tires: (Price reduced!) 4 Pirelli P-Zero Rosso N4, 2 - 225/40ZR18, 8/32 tread, DOT date codes 0706 & 1307, 2 - 285/30ZR18, 8/32 tread, DOT date codes 1508, \$59 ea. or BO. 2 Michelin Pilot Sport N3, 235/40ZR18, 5/32 tread, DOT date codes 2204, \$29 ea. or BO. Buyer pays shipping or may pick up in Danvers. Jim Bowers (978)750-0957 email jbowers@nii.net (6/11)

1962 B Coupe for sale, new lthr interior, black/tan, being restored, receipts on work completed \$30,000. Email Joanne@serenityrealty.com (6/11)

Misc. Driving Gear for Sale: Size Med. HANS Device with Hans Helmet Bag B.R.O. (Best Reasonable Offer) Stand 21 Racing Suit for drivers up to 6' 2" B.R.O.io Port in car Camera Mount B.R.O. Rick Gilbert srf906@yahoo.com (6/11)

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Torqued Up- continued from page 11

this instructor stuff already. He was the ideal first student. He listened intently and responded immediately and correctly. I personally need to repeat things a few times before they become habit but he was a natural right off the bat. I thought I could get used to this; I hope they are all like this.

Well, we all know life is not a bowl of cherries all the time — I was sorely reminded by student number two. He kept repeating the same mistake; it just wasn't sinking in. Then my mind scrolled back to the advice from the instructor class — give them three positives to one negative — even though you may have to search high and low for the positives. A little hyperbole goes a long way. You need to calm the student down for two main reasons — they then can react quicker plus they can listen better. So when he pinched yet another time I said that was great! You did it much better than last time; you will get it perfect the next lap. He visibly straightened in his seat and he was back to hanging on my every word. Wow that was some kind of magic. All in all my first day out as instructor was a success. I left the track without either student knowing my deep dark secret — that it was my first time instructing — so that was great. Now I am consciously waiting for my next adventure.

Upshifting- continued from page 12

we are reminded that there are so many great musicians that we've never heard of, that one can't limit themselves to only known quantities. Rick Taylor and Eric Bibb were great to listen to and watch playing their music. I'm now deciding through Amazon & iTunes which cuts and discs I'll buy.

To backtrack a little, for the first time at Calabogie we pre-registered and pre-teched everyone going on to LCMT. Anticipating 145 cars, anything we could do to ease the first morning's crush would be to the good. As there were roughly 1/3 of that group coming from CMP, it was a boon, and worked fantastically well; as did our tech crew's work of ensuring that all cars with center lock wheels either had the proper paper work showing the recall had been performed on their wheels or their car was not subject to the recall, later production dates.

We did have 145+ cars, so the paddock was chockablock full, as were most of the run groups. Having combined groups to 4, and then created a 5th -Orange- in order to get everyone into the event while keeping run groups to the 30 car maximum allowed by the town, a noise consideration, we ended up with a full Red group and 2 (Black & Orange) that were combined Black & Red group drivers. It worked out very well. In fact, while in theory there were 85 cars available for the 60 spaces in the Red & Black Enduros; with those leaving early or choosing not to drive in the Enduro, or cars dying, everyone who wanted to drive in an Enduro was able to do so. A rousing Success.

At LCMT we had drivers from those same locales as CMP plus Nova Scotia, Texas and Puerto Rico, long swim for that car, eh?

A cautionary note for next year for all. Registration opens as it always does on March 1. Remember that you are not fully registered and a place at the event has not been reserved for you until you pay the fee. Signing up and not paying does you NO GOOD. You must pay to be registered. LCMT sold out very early in the year. If you want to be assured a place in your appropriate run group, sign up AND PAY early.

It's not too early, nor is it too late to sign up for our Watkins Glen three day weekend, August 26-28, 2011. There is still space in all run groups AND WE NEED INSTRUCTORS as there is a wait list for Green & Yellow students.

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