

Treffens, Porsches & Gute Fahrts  
 On the Road with Andy Lally  
**The Ramble is Coming!**

# THE NOR'EASTER

JANUARY 2011 FEBRUARY 2011 FEBRUARY 2011 FEBRUARY 2011 FEBRUARY 2011 FEBRUARY 2011 FEBRUARY 2011

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

# On the Edge

Adrienne Ross



Like spring training, and the promise of everything it brings to real baseball fans, the end of January brings the first glimpse, the first touch, the first hope of another driving season on the horizon. For those of us with cars safely, (and maybe frustratingly) tucked away for the better part of 5 months of the year, January heralds hope. Three things happen that may or may not be on your radar, the Roar Before the 24, the Rolex Daytona 24 Hours, and the 48 Hours at Sebring. These are all races that basically start driving season, and I cannot WAIT for the end of January to come!

I didn't start out race crazed, I really didn't. I bought my little piece of joy, and joined a club full of people who felt the same way. We Spring Flinged, we Rambled, we talked, we Up Tweaked...and then I got a text at 5:00AM one Saturday in early spring. "F1 qualifying is on." Sleepily I thought..."Are you INSANE? It's 5 freakin' AM!!"

What kind of crazy person cares?

***I didn't start out race crazed, I really didn't. I bought my little piece of joy, and joined a club full of people who felt the same way.***

A few weeks later, the Clash at the Glen came along...and I got a small clue as to what this all meant to me. I have to say that the sound of 50 Porsches going around a track, down the front straight, blipping like crazy, and winding the engines out, is in the top 3 of my favorite sounds on Earth! I played in the hot pits (they're "hot" because they are "live") I took pictures, I basked in the sound, I hung out with race car drivers, I chilled in the paddock, and I thought..."I am NEVER going home!"

And then a funny conversation started around me in the paddock. "Webber crashed into Vettel..." This conversation went on a little longer, debating the hows, and whys, and wherefores. I didn't understand it, but I listened, and it seemed interesting, given my surroundings. Two men, same team, one hits the other, and knocks him out of the race. Weird!

Four weeks after this, another text, this one at 7:00AM "Race is on Fox." Ahhh! Two important differences, one, it was a more reasonable hour...

and two, it was on a channel I had! I didn't have the Speed Channel yet. "OK" I thought, let's see what this is all about. So I watched, and...it was kinda cool. I'd been on a track a few times myself by now, and I understood at least what the point was, where the line was, and the differences. The rules were interesting; the cars were fascinating, and the precision...Hello?! Control freak heaven!!! (Inches off-line you can lose the race.) It's like 3rd down and one, with 5 seconds on the clock in a tied play-off game. Remember Vinatieri's kick in the Super Bowl in 2004? Yeah, kinda like that.

Two more weeks, and I'm tuned into a Grand-Am race, watching the Porsches corner like nothing else in the field. A good friend of mine (blessedly) commentating, giving me the low down on who's who, what's what, and why this or that. I tried not to ask too many questions, but I had hundreds! I was also...hooked. I had seen this kind of thing live, and not just from the stands, from the track, from the driver's perspective, from the crew's. I was going to drive THAT track! That guy is in OUR club! Cooooooool!

And it progressed as these things do. More information, more personal stories, less than 2 degrees of separation was between me, and the 3 guys battling for first. More texts, and the inevitable breakdown call to the

*continued on page 40*

## In This Issue...

We have a wonderful contribution from our very own Mike Kerouac, the first of a two-part series about his "once-in-a-lifetime" trip to Germany.

I got a chance to talk to the winningest GT driver in Grand-Am history, Andy Lally, driver/owner, of TRG.

The 2011 DE specifics are in...this is one of the best things about being in the PCA!!! Sign up! All the cool kids are doing it!

The Ramble is going to be THE social event of the spring!! Fill out that form, and send Bruce a check! We'll see you in NH in April!

And racing legend Brian Redman is planning a visit to Boston, and you are cordially invited to come, and listen to a GREAT story teller!

# Around The Cones

Steve Ross



Welcome to New England winter. Can you believe it? Two blizzards in less than a month. If one were to be picky we could say they were in different years, but who is the one to quibble. Then the cold below 0 in the 'burbs and low single-digit numbers in the city, just the type of weather for almost 60 NER PCAers to travel to Ayer for our first event of 2011 at KTR; check out the story and pics in the next issue.

That was just the beginning, as the region is getting off to a fast start this year. Next up on the 20th of this month is our annual DE ground school at HMS in Peabody. Just think, spring is not that far away and the trusty Stuttgart warrior will be back plying the roads very soon.

To make sure all is right on your favorite car, come to the first tech session of the year, again in Peabody, at Autobahn where owner Rick Heatherington and his staff will not only inform you about how your Porsche operates, but field your questions, and they will feed you at the beginning with warm beverages and munches as

***Your input will help us...to better meet the expectations of you, our members. Please take the time to complete this survey and return it.***

well a hearty lunch.

For those of you who would like to visit a Porsche training center and warehouse while listening to presentations by the factory trained instructors and field people, plus our own national tech specialists PCA is holding the first ever National Tech session at the newly opened center in the town of Easton, PA. Check the website and [pca.org](http://pca.org) for enrollment information.

Upcoming on March 12th will be a visit to long-term member and proprietor of Mike's Auto Body in Malden for insight into the repair, cleaning and upkeep of your Porsche's body. Check this issue and the website for more info.

The first weekend in April will be a busy one for many NER members as noted racer and driving event organizer Brian Redmond will be speaking to us at the Larz Anderson Museum of Transportation on the 2nd commencing at 6:00 pm. See the promo in this issue and on the website for more information. Thanks go to Amy Ambrose for securing and coordinating this great event.

If you did not have enough information Saturday night, then head out to the Devens autocross site for the annual Novice School the next day. Pre-registration is required for this event and it will kick off a very ambitious driving season, with additional DE events at NHMS including our first weekend event in many years.

Our new Activities VP, Bill Seymour, has proposed and is now organizing an e-mail survey of the membership of Northeast Region. The purpose is multifold:

- 1) Produce a profile of the region so that we can enhance our appeal to potential sponsors.
- 2) Determine usage of and reaction to our activities with the goal of increasing member satisfaction and retention.
- 3) Test new ideas for activities.
- 4) Determine preferences for communication level and type

Your input will help us not only grow membership, but also participation, (a large proportion of the membership does not go to any of our events), and attempt to better meet the expectations of you, our members. Please take the time to complete this survey and return it.

Concurrent with this initiative our Membership Chair, Amy Ambrose, and her staff will be kicking off an effort to distribute NOR'EASTERS and membership applications to all our sponsors, advertisers and dealers to help grow our membership base. Fact is that the largest drop in membership is during the first year or two, so replacing these lost members as well as retaining those who may be thinking of dropping through follow-up communication is very important to our growth.

At our recent planning meeting in January we discussed many new and exciting ideas for activities, and the board will be investigating the viability of them over the next few months.

Hope to see some of you at our coming events this winter.

# Four Speeds & Drum Brakes

Tom Tate



This time of year with all the cars parked there is still plenty of 'car stuff' to do. Work continues with the '57 sunroof coupe with the slow steady assembly of the interior. Even with changing up the work there is a certain boredom that sets in. After cutting sound deadening material for a while I switch to gauge installation and from there I go to glovebox door buffer installation. There's always something to do but sometimes some activity outside the garage is needed.

Back before the holidays I saw a few ads for something called Freestyle Motocross that was going to be held at an indoor stadium in Worcester, MA. The more I saw of the ads with bikes flying through the air the more it looked like something I needed to see up close. The Speed Channel works for lots of far away races and road tests around the world, but for something that was getting as close as a few exits down the turn-pike attendance was required.

Like kite flying and trips to the zoo, I needed a kid to take with me so that I wouldn't look like a

I discovered that the "convenience fee" amounted to a 70% increase in the ticket price, I called a fellow car guy who lives a couple of miles from the stadium and he scored four tickets on what amounts to the 50-yd line. It's great to have friends in places, high or not. We were running a bit late by the time we had the tickets in hand because I had been driving like my wife was in the car and that always lengthens a trip. The roadway in the residential area was snow-covered, and in a rush I launched the Audi RS4 and quickly went through two gears before I heard the screams of my passengers. With the ice tires under us the 420hp went straight to the ground without so much as a flicker of the traction control light. I was 'well into second gear' as they say, and nudging 60 mph before I lifted. Those parked cars were going by in a hurry and the boys loved it. This was a thrill ride that they never expected Grandpa to have in his garage. Alex, the oldest at 13, said that it was the kind of car that his father would never be able to own but always wanted. I told him that

he'd find one like it in his driveway if his dad weren't so busy buying food for four boys.

As we entered the stadium I noticed the huge signs that said cameras and recording instru-

## ***With the ice tires under us the 420hp went straight to the ground without so much as a flicker of the traction control light.***

child molester looking for targets. I put a call in to my daughter in nearby Salem, MA to see if some of her boys would like to attend. They were willing participants in the run up to the NOPI event at the drag strip in NH last year and were eager to join me. I didn't exactly present it well as they were looking for monster trucks when we got there, but that was easy to correct.

A storm was predicted for the night of the event but with the ice-racing Audi ready to make a run west that didn't slow us down a bit. A quick stop at the fast-food place filled everyone up so as to preclude the purchase of any \$6 Cokes or \$10 bags of fries. I gave them the bit my father used to use on us, which was that we could have anything we wanted but we had to pay for anything that we didn't finish. That kept my brother and I from having three desserts at a cafeteria back in the day, but didn't slow these guys down at all. They each inhaled their own tray full of food and started looking at mine before I was done. Calvin, the youngest, seemed to finish first and still had that hungry look in his eye.

I had attempted to get tickets 'online' but when

ments of any kind were not permitted. This had to have been a sign from another age as everyone that I saw was armed with a cell phone and all of those have cameras. Even my Treo, which is only one step up from a bag phone, can take decent pictures. The three grandsons each had a DSI in his coat and I carried a regular digital Sony. The fellows checking tickets didn't even look up as we cruised into our seats. The minute the bikes came out in a kind of introduction parade, every kid in the place was holding up a digital something and was clicking away. Sam, the middle guy, was clicking off pictures like a Hollywood talent scout at the Playboy mansion. There were more screens on the stands than people. The boys loved it.

As the event went on and the jumping, twisting, falling bikes came flashing by I was reminded of a carnival or traveling circus. At first look there was the flashing lights, smoke machines, and engine noise that makes every kid's heart beat faster. The full painted helmets and flashy driving suits looked liked nothing found on a racetrack. It was an Evil Knievel clothing line if I ever saw one. The

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# Flat Sixer

John Bergen



So here I am, trying to come to grips with the Patriots' loss that I just witnessed. I was hoping that I'd be able to write about their upcoming AFC Championship game, but nooooo! The Jets had to spoil my fun. Talk about a real downer. I was lulled into a false sense of security when Tom marched them down the field; then there was that interception and everything changed for the worse. Oh well, as my grandmother used to say, "What can you do; you can't do nothing."

I guess I will have to shift my focus from football to car hunting. The past few months I have been pretty lax about looking for a car, actually two cars. As you will recall there is the project car for Dylan and me, and then there is the track car. I think the project car is going to end up being a Volkswagen GTI. The big question is how new or old will it be.

If Dylan and I go with a GTI from the mid- to late-1980s, it will be kind of a homecoming for me. You see my first car after I graduated college and got a job was a Volkswagen GTI. It was a

***If Dylan and I go with a GTI from the mid- to late-1980s, it will be kind of a homecoming for me.***

great car and I enjoyed driving it immensely. The good old days; it brings a tear to my eye. Hopefully I can find something soon so as to give Dylan and me time to work on it before he is ready to drive.

As for the track car, I am still hopeful that I can find a well-prepared 964 or RSA. Recently however, as I have been driving to work listening to Bloomberg radio, I have been hearing commercials for Porsche. First of all, I can't ever recall having heard a radio advertisement for Porsche. Then the ads go on to say that properly equipped Porsches, with their active all-wheel drive, can be driven in all kinds of weather. Did I hear the announcer right, he's recommending that people buy a 911, put snow tires on it, and drive it in the snow. Brilliant!

This has gotten me thinking. Maybe I will sell all of my vehicles and buy a new 911 with all-wheel drive. This can then become my daily driver as well as my track car. Hmm, I must give this idea some thought. I guess the question I would need to ask myself is do I go with a Carrera 4, or 4S, or maybe a Turbo. Yeah, that's the ticket.

For now though I will keep driving my Bimmer daily. Speaking of driving, I got my first taste of driving in the fluffy white stuff this past week. This was the storm that dumped 20-plus inches on Boston and 18 on southwest Connecticut. I have to admit that I was a bit concerned when I ventured out so I drove cautiously and the car had no problems. I must say that I am very impressed with the Blizzaks, they have performed excellently and even allowed me to pull into my garage when I got home Friday night. That might not sound like a great feat but, trust me, it was.

Next up on my to-do list is finding a driving school to attend. I have been doing some searching on the web and have reached out to a few for more information. One of the schools is Bondurant Racing in Phoenix. If I end up going there I could visit one of my college buddies who moved out to Arizona ten years ago. Another school is the Porsche Sport Driving School in Alabama. I just need to settle on a school that will provide the maximum learning experience, along with

some good seat time. I will need to pick up a new helmet before I can do anything, as my old one is no longer valid.

Details, details, details. Then there is that work thing that I will need to take time off from. Anyway, if anybody is interested in doing a little learning and driving, let

me know. Not much else going on for me these days outside of work. I can't believe that I will have been there a year, time flies.

Something that has helped me keep my sanity is a friendship I have built up with Matt Foskett. He is a fellow NER PCA guy who is spending time in Westport. Matt and I meet for dinner every few weeks so we can share a few laughs and cry in our beers.

Now for the standard line: Well, that's all for this month. I hope to see many of you at some of our upcoming events! If you see me, please introduce yourself and say hello, I will be trying to do the same. Until then, stay safe!

# Minutes Of The Board

Joyce Brinton – January 9th, 2011 NER Board Meeting



The Board met at the Cohen residence in Bolton, MA. The group met at 10:00 am on Sunday, January 9th, for brunch. The newly elected Board members convened with several representatives of NER committees for the annual planning meeting. After a bit of socializing and brunch, the business meeting began at 10:50 am.

The following NER members were in attendance: Amy Ambrose, Joyce Brinton, Fedele Cacia, Karen Cohen, Robert Cohen, Bruce Hauben, Ron Mann, Chris Mongeon, Adrienne Ross, Steve Ross, Bill Seymour, and Matthew Wallis.

Steve Ross asked about possible nominees for National PCA's award for Enthusiast of the year. No names were immediately put forward, but the Board members agreed to email possibilities for Board consideration. PCA National is also seeking nominations from clubs for a National Public Service award. In light of the efforts NER has made during the past year to support Angel Flight NE, resulting in around a total of \$20,000 in contributions as a result of NER's efforts, Bob Cohen and Joyce Brinton will complete the necessary application forms on behalf of NER.

Bruce Hauben had emailed his first pass at a budget for the 2011 DE program and the Board accepted that budget. Bruce discussed the co-marketing efforts with NCR, circulating an ad that is appearing in the NCR Newsletter. Bruce also reported that the Allegheny Region included NER's Canadian DE events in their DE promotional brochure mailed to all their members. Allegheny Region has been well represented at those Canadian DE events, including a number of instructors. Their support continues to be greatly appreciated. Finally, Bruce reminded the Board that he is resigning as Track Chair at the end of the 2011 season, and the Track Committee has yet to identify his successor.

Bill Seymour referenced the draft AutoX budget circulated by email which assumed the AutoX program would include the AutoX school and 5 typical AutoX events. Ron Mann reported on the difficulties experienced in getting good dates at Devens. Ron also mentioned the AutoX Committee had proposed that Devens grant them an additional date so NER could offer a teen car control clinic for Ayer teens. Unfortunately, it was not possible to obtain such a date. The AutoX Committee is exploring ways to make such a proposal more compelling and will attempt to obtain a date for this purpose in 2012. Ron also reported

that the old AutoX timing equipment was donated to the Natick High School and they are using it to time robotic race cars built by the students.

Bruce reported that he has signed the contract for 2012 Ramble site – that location will be announced during the 2011 Ramble. He also noted that he has already begun to receive applications for the 2011 Ramble – the January issue of the Nor'easter includes the application form.

Steve Ross reported that Ron Rappel volunteered to help with the NER Concours this year. His help will be greatly appreciated.

Fedele Cacia is assuming responsibility for organizing NER's monthly meetings. He reported that there will be a Tech Session at Autobahn Engineering in February (see promo in the January Nor'easter); on March 12th there will be a meeting at Mike's Auto Body (for details, see the Nor'easter and the website); on April 2nd Brian Redmond will be speaking at NER's monthly meeting to be held at the Brookline Museum of Transportation; and on April 17th NER will hold its annual Newcomers meeting at Ira Porsche. The Board discussed a number of other ideas for future meeting activities and more information will be forthcoming in future Nor'easter issues.

Karen Cohen has agreed to chair a committee to select a location for the Annual Dinner and to

*continued on page 39*

## Happy PCA Anniversary

### Thwnty Five Years

Jeffrey Wilkes

### Twenty Years

David Kane  
Charles Stromeyer  
Jo Woods

### Fifteen Years

Catherine Johnson

### Ten Years

Carol Gwozdz  
Jacqueline Joy-Ames  
Reverdy Munson

### Five Years

Stephen Baker  
Jocelyn Baker  
Cuan Coulter  
Lee Coulter  
David Damrell  
Nicholas Shanos  
Cynthia Silvia  
Jill Urban  
James White

# Ahead of the Curve

Fedele Cacia



I'm about two months into my new position and I'm beginning to appreciate how much time and effort the board members invest in their quest to put together the great events that many of us take for granted.

KTR was the first event that I was involved in and although I had a lot of help, I could see the work that went into putting it all together, but the rewards were worth it. What an incredible place, I truly had a great time and meeting all the members there made it extra special for me!

Please take advantage of these events as they are lots of fun and take a great deal of coordination.

Its snowing again! I hate the snow, every time it snows I have to take a day of work to shovel and clean cars, I either have to build more garages or get rid of some cars. Thank goodness my Porsche is in the shop getting the engine re-built, that's one car I don't have to worry about!

My 993 TT is getting modified to a 3.8, new pistons and barrels, re-built Turbos, race head

***What an incredible place, I truly had a great time and meeting all the members there made it extra special for me!***

studs intake pipe, exhaust work, custom re-map etc.

Can't wait to get it back, were looking at 400hp at the rear wheels, I'm hoping to have it on the road for the ramble in April!

When I joined the PCA about five years ago the ramble was the first event that I did with the club, both my wife and I had such a great time.

The drive was spectacular and being a part of a 250 car rally that are 99% Porsches is just breathtaking.

The hotel, the food and, of course, the communitary is amazing, close to 500 people to get to know; what could be better than that.

Yes, it's going to cost you a few bucks; but the ramble is a great event that everyone should experience, treat yourself and your spouse or girlfriend/boyfriend or heck both, and meet me there, I bet my car is faster than yours, shush, just kidding, "this is not a race!!!"

Ps. This event will fill up fast, sign up soon!

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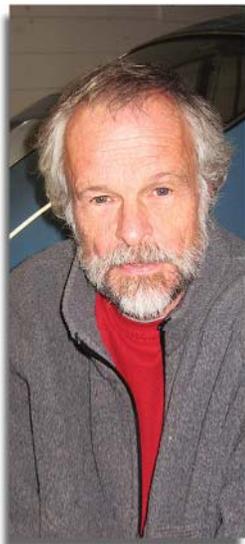
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# The Long and Winding Road

Bill Seymour



I like airfields. I have the usual attitude towards airports, where you stand in lines waiting to be pawed and hoping that nothing gets cancelled, but airfields are a different matter. You stand outside on an airfield, there's often a nice breeze and you have an unblocked view of sky and horizon. If you suffer at all from claustrophobia, you like airfields. And, of course, if you autocross then you really like airfields, particularly Moore Army Airfield, next to Fort Devens in Ayer and the home of NER autocross activity. There are not many better autocross sites and we are lucky to have it.

It was not always so. We started using Devens in 1997 but before that (thanks to Steve Ross and Tom Tate for their recollections) we used a variety of often 'iffy' sites including: Shoppers World; Hanscom Field; the AVCO parking lot in Wilmington; the Wang site in Lowell; Bayside in Boston ("People from the housing project next door walked across the course while the event

***In 1918, it (Camp Devens) became a separation center for over 150,000 troops upon their return from France.***

was going on."); VeryFine in Acton; Sullivan Stadium ("A parking lot on the east side of Rt. 1, at a slight angle with a lot of dirt and sand on it. Not a popular spot — no Port-a-Johns."); Suffolk Downs in East Boston; Marina Bay in Quincy; Weymouth Naval Air Base; Orange Airport (I remember that — crappy pavement, really narrow, and an occasional parachutist dropping in).

Now we are able to autocross at a huge, conveniently located site with decent pavement. We are able to construct courses of over a mile in length, make creative courses that are different at each event, have plenty of room for parking/grids and adhere to really high safety standards. There is room for a decent skid pad for the autocross school, and a damn fine pub for post-event socializing (O'Hanlon's). How did we get so lucky? Our good fortune is the result of the 1991 round of the U.S. Government's BRAC (Base Reconciliation And Closing) program, which croaked Fort Devens.

Fort Devens and Moore Army Airfield have an interesting history. (I sourced some of this from a cool website that catalogs abandoned/unused airfields: <http://www.airfields-freeman.com/index.htm>). Devens goes back to 1917 when Camp Devens was established on about 5,000 acres of land

first leased, then later purchased, from 112 owners who sold 250 parcels of land in the towns of Ayer, Harvard, Lancaster and Shirley. As one of 16 temporary training cantonments, Camp Devens processed and trained more than 100,000 soldiers of the 76th and 12th Divisions. In 1918, it became a separation center for over 150,000 troops upon their return from France.

Camp Devens became Fort Devens, a permanent U.S. Army post, in 1931. "In 1940, the first peace time draft was instituted and Fort Devens became a reception center for hundreds of men from all over New England. More than 1,200 wooden barracks were thrown together during the early days of World War II. Devens trained nurses, chaplains, cooks and bakers as well as the troops of the 1st, 32nd and 45th Infantry Divisions and the 4th Women's Army Corps — a total of 600,000 troops in all.

After World War II the GI Bill of Rights generated so many college students that the University of Massachusetts had an extension at Devens, and Harvard University used it for student housing. With the outbreak of the Korean conflict, Devens was designated as a reception center for the third time in its history. During the Vietnam conflict, several brigades were sent from Fort Devens. (NB: Specialist 5th Class Seymour completed the last 6 months of his military obligation as a finance clerk there.). Over 3,000 Reservists and National Guard troops were deployed for Operation Desert Storm and Desert Shield in 1990–91.

The airfield part of the Devens story dates to 1926, when a sod field measuring 850 by 2,350 feet was opened. A second, shorter runway was added in 1927 to form an L-shaped arrangement. The airfield's current configuration dates to 1939 with a construction effort that reportedly took 113 days and cost \$680,000 (which now wouldn't pay for the engineering study to determine how to clean up the place!). There were three runways with the longest runway (running northwest to southeast) just over a mile long. One of the other two shorter runways is where we now grid cars for autocross. The third runway, running east west and intersecting the north-south runway at the point where we usually have our timing tent, is mostly grassed over. Two helicopter strips were added at the northeast corner around 1960

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# Upshifting

Bruce Hauben



I was hoping I'd have uplifting news to write about today, but the Pats surprised most New Englanders yesterday. They were outplayed and outcoached and Brady looked like he forgot what he was there for. Those of us sports' fans not rebuilding bodies or engines (car) over the winter, hang tough, there's life beyond the Pats. The Celts & Bruins rumble on and don't forget college hockey. Within 25 mi. of Boston are 5 of the top 15 college hockey teams in the country (well, a little farther than that to get to Orono).

I recently came across some NFL stats that floored me, puts things into perspective. The NFL's annual revenues at \$9 billion beats out the MLB at \$7 billion, the NBA at 4 billion and the NHL at \$3 billion. Remember that NFL teams play once a week, sixteen times, vs 11 times that for the MLB, 4 times less than the NBA and NHL.

Forbes recently ranked the world's 50 most

***(At Ground School) You will find out all about Drivers' Education, what it is and why you should try it at least once in your life, and get all your questions answered.***

valuable franchises and ALL 32 NFL teams made that list, even the Raiders, Cardinals and Packers – Green Bay has a population of roughly 100K. Of the 50, England's Manchester United was first at \$1.8B, followed by the Dallas Cowboys \$1.65B, Yankees at \$1.6B, Redskins \$1.6B and Patriots at \$1.35B.

What really floored me is that while the Raiders are the least valuable NFL franchise at #44 and \$797M they are ahead of the NBA Lakers ranked #49 at \$607M, Dodgers, Cubs & Knicks. A few others of particular interest are Ferrari Motorsports # 16 at \$1.05B, the Sawx # 35 valued at \$870M, and McLaren #42 at \$805M.

At the risk of boring you non-sports' fans readers before I leave the topic, the WSJ recently published a rating, measuring the effectiveness of the offensive lines of the then eight teams remaining in the NFL playoffs, to protect their quarterback in the pocket. So this measured only passing plays, no running plays. The cumulative scores of the five starters were: Patriots 616, Ravens 466, Jets 251, Bears -92, Seahawks -354, Steelers -705 and Falcons -767. I refuse to write "that's why they play the game" but that's why they play the game.

When you find this issue in your mail box in early February there's still plenty of time to register and join NER at the annual Ground School on Feb. 20th at HMS Motorsports in Peabody. If you've ever thought about, and if you haven't you owe it to yourself and your Porsche, experiencing your Porsche to its fullest on a real race track, this is a not to be missed event.

We won't teach you how to drive at this ground school, that happens on the track. You will find out all about Drivers' Education, what it is and why you should try it at least once in your life, and get all your questions answered. This is an excellent primer and will get your blood flowing again during the middle of winter.

HMS has a large showroom of car and track equipment, meet new and old friends and rehash the winter's snows, and enjoy a continental breakfast before the ground school followed by a pizza lunch compliments of HMS Motorsports. There are always Track Committee members at the event looking for conversation about track driving and more than happy to address any questions you may have beyond the presentation.

MARCH 1, 2011.....remember that date; it's the opening of NER's DE registration for the entire track season. Full details are on the web site at <http://www.porschenet.com/JCMS/content/view/330/140/> and all registration is at [www.clubregistration.net](http://www.clubregistration.net).

Sign up early so you're not waitlisted for your events and remember that you're registered until you've paid in full. Keep warm, see you at the track.

# Torqued Up

Amy Ambrose



My oh my, this winter sure is turning into the season of the bicep, not to mention glutes. Who needs a smith machine or arm curls at the gym when we have been bombarded with an excess of snow to shovel? Snow that feels like wet cement, not that I have ever moved any cement around on a shovel. I decided to depart to parts south for the holidays — North Carolina to be precise. Chances were good there would be no shoveling of snow required. Did I tempt fate with that thought? I was also looking forward to a restful time in that laidback state. My parents retired outside Asheville where the pace slows down to a level that simply forces you to relax. That pace is requisite for all of us interlopers, although if truth be told it isn't an immediate transition for yours truly. One time I was behind someone at a stoplight in downtown Hendersonville with my mother as passenger. Light turned green and they didn't move. So I laid on the horn. My mother was horrified — "You don't do that here!"

***As I was baby-stepping up the drive I recalled the neighbors...having told us about a black bear that had been on their porch.***

Which leads me to the other reason it is so nice to vacation there. Everyone is so darn friendly. I would have normally expected a reciprocal response from my pokey green lighter. Nope just a friendly neighborly wave. How can you get mad at that? You just slow down, smile and wave back. Sorry about that, my hand must have slipped on the horn. I fit right in now — except for my Massachusetts plate, that is.

After a few unseasonably cold days, the forecast for a few flurries changed drastically. When a freak winter is a total of two inches (in four different "storms") we were going to get six inches in the span of one day. Since the town doesn't own any snowplows (why would they?), we all just hunker down and wait for it to melt, which is generally the next day. Uh-oh, not this time, as there was no end in sight for the frigid temps. That left only one option: shovel. But my parents don't own any snow shovels. Again, why would they? As most homes built in that state, theirs is cut into the side of a hill. The house is halfway down a 45-degree slope. I had parked my car in front of the house but then it dawned on me that I wouldn't be able to get to the top of the driveway for days. Friendly

neighbors to the rescue! Our neighbor knocked on our door and asked if he could try out his new mini landmover on the snow in our driveway. Dorothy we aren't in New England anymore. Of course he could! His new toy looked like a mini backhoe excavator, some form of adult Tonka toy. But the articulating shovel on the front sure did scoop a huge chunk of snow. My parents and I crowded around the picture window in wonderment, watching him scoop, swivel and scoop some more. When we saw pavement we watched him drive up the driveway to leave. He reached the top and then turned sideways — no he wasn't attempting to turn sideways — his toy had a mind of its own, since under all that snow was a layer of black ice. In slow motion it began rolling back down the driveway sideways on the ice... toward my car. We all froze and said nothing. When he stopped inches from it we did finally exhale. So he tried again... and again... and again... each time coming within inches from my car. I didn't wish to be un-neighborly and ask him to stop giving me heart palpitations because I thought his blood pressure was likely spiking also. Finally he realized there was one other option.

He barreled through the snow bank and bumped along down the yard toward his house, precariously nearly tipping a few times.

We went to work on the remainder of the driveway, chipping and salting the ice. Once it looked safe I made a mad dashing blast to the top of the driveway where I left my car. There was no doubt the drive would ice over during the night and I had plans to leave the next morning at 5:00 am. It was pitch black the next morning and the neighborhood was eerily quiet at that hour. As I was baby-stepping up the drive I recalled the neighbors on the other side having told us about a black bear that had been on their porch. Why I tortured myself with that thought at precisely that moment I do not know. No one had mentioned whether the bear was friendly, but even if he was a North Carolina neighbor I didn't want to take any chances. Very happy to get into my car and start motoring back to Boston. After all, I had to get back in time for more arm curls... oops, I mean cement shoveling.

# YOUR 2011 INVITATION TO SUBSCRIBE TO THE NOR'EASTER

It's that time of year again! Time to renew your subscription to THE NOR'EASTER. Three time winner of the Heinmiller Newsletter Award, PCA's award for BEST region newsletter, THE NOR'EASTER is a must for every Northeast Region member who wants to keep informed of what's happening in the region. With an annual subscription fee of only \$15 for 12 issues, THE NOR'EASTER is a terrific value. Here's only a sample of what your \$15 buys you:



**Drivers Ed Event Info and Registration**

- Watkins Glen
- Mosport
- Mont Tremblant
- NHIS
- New Jersey Motorsports

**Monthly Columns by Regular Contributors**

**Autocross Event Info**

**Tech Session Announcements**

**Articles and Technical Info and Maintenance Guidelines**

**News from Porsche Cars NA and Porsche AG**

**Services and Supplies by our Independent Sponsors and Porsche Dealers**

**The New England Ramble**

**PorscheFest Concours d'Elegance**

**Guest Speakers**

**Event Highlights and Photos**

**Tours & Rallies**

**Social Events Dinners**

**Monthly Meetings**

**Zone One Event Info and Registration Forms**

- Tech Tactics
- Zone 1 Concours/Rally
- 48 Hour of Watkins Glen
- Zone 1 Autocross

**Tech Inspectors for DE Events**

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How can you ensure that you won't miss any of these great events... this timely info? Subscribe today using the form provided below. Send it with your check for \$15 (Payable to NER/PCA - no cash please) to Dick Anderson, 10 Cutler Road, Andover, MA 01810. Your subscription must be received by February 15th to continue or start your 2011 subscription. As a new member, you may have been receiving complementary issues in 2010. To continue getting THE NOR'EASTER, you must subscribe for 2011.

Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross.pca@porschenet.com For information on mailing issues, including change of address, contact Amy Ambrose 508-497-0154 evenings before 9:00 - msamytoyou@gmail.com

## Subscribe and Participate in the FUN!

Name: \_\_\_\_\_

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

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

Signature: \_\_\_\_\_

DEADLINE FOR RENEWAL IS FEBRUARY 15, 2011

Yes, I want to receive THE NOR'EASTER for 2011. Enclosed is my check for \$15 for the subscription.

No, I'd rather not receive THE NOR'EASTER for 2011.

Mail to: Amy Ambrose, 50 Pleasant Street, Hopkinton, MA 01748 - Enclose a check for \$15 payable to NER/PCA. Note: All subscriptions for current subscribers must be received by February 15, 2011 to insure continued receipt of THE NOR'EASTER.



## 2011 Calendar At A Glance

### February

- 9 Board Meeting
- 20 Driver Education Ground School
- 26 AutoBahn Performance Tech Session
- 26-27 Zone 1 Tech Tactics, Easton, PA

### March

- 9 Board Meeting
- 12 Mike's Autobody

### April

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

### May

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

### June

- 4-5 NER DE @ NHMS
- 8 Board Meeting
- 17-19 Zone 1 48 Hours DE @ the Glen

### July

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

### August

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

*continued on page 37*

## Tech Topics: A Primer On Your Porsche's Operation at Autobahn Performance Sat. Feb. 26, 10:00AM

Hoef entlich, you and your Porsche are looking forward to another great driving season.

Rick Hetherington, owner of Autobahn Performance in Peabody, will explain all during our Tech Topics monthly meeting on Saturday, February 26.

Members should plan to arrive around 10:00AM. Coffee, donuts and conversation with fellow NER-ers should be a good antidote for any brisk February temperatures. Rick plans to have lots to show and tell. Expect to see engines, suspensions, brakes, and electrical system components out and open for elucidation. This will be a real (and rare) opportunity to look at and handle all of these key systems that make your Porsche a joy to drive. Questions and comments are definitely encouraged; tech topic meetings are meant to be interactive.

Once we have understood how der Porsche works, we can start to talk about why it sometimes breaks. What are the common failures that happen on the road or on the racetrack? How do you detect them early? Better yet, can you avoid them? Rick and the crew at Autobahn Performance have years of experience setting up and servicing Porsches, VW's, BMW's and Audis for racing, DE, and driving in to work every day.

On top of all this good stuff, Rick has promised lunch. (Yes Virginia, sometimes there is a free lunch!)

Autobahn Performance has been an active and consistent supporter of Northeast Region. They know Porsches, they know NER, and they always put on a great show.

If you have any specific related topics you would like to see covered, by all means email them to Fedele Cacia - [AdministrativeVP@porschenet.com](mailto:AdministrativeVP@porschenet.com) (the new Admin VP) so that he can pass them on to Rick before the event.

Reservations are not required for the Tech Topics meeting, but if you have any questions, please contact Fedele at the email above.

Directions: Autobahn Performance, Inc. is located at 134R Newbury Street (Route 1 South), Peabody, MA 01960. Telephone: 978-536-2667.

### From New Hampshire/Maine/Northern Mass points

I-95 S toward Boston/Peabody.

Take exit 45 for RT-128 N toward Gloucester 1.4 mi. Take exit 28 to merge onto Centennial Dr 0.3 mi. Turn right to stay on Centennial Dr 1.2 mi. Turn left at 1st Ave. Building on left.

### From Northern Mass points via 128

Head South on RT-128 S. Take exit 28 for Forest St/Centennial Dr. 0.4 mi. Merge onto Centennial Dr 0.2 mi. Turn right to stay on Centennial Dr 1.2 mi. Turn left at 1st Ave. Building on left.

### From Southern Mass points via 128/95

Head North on RT-128 N. Take exit 28 to merge onto Centennial Dr 0.8 mi. Merge onto Centennial Dr 0.2 mi. Turn right to stay on Centennial Dr 1.2 mi. Turn left at 1st Ave. Building on left.

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# Thrill Rides 2011 - NER's Drivers Education Ground School

## Sunday February 20th, 10:00 AM, Hosted by HMS Motorsport



"A great seminar! I hit the ground running."

--Moe Auger

2003 Attendee

(Chief of Novice Development & NER instructor)



"The ground school was a great introduction to understanding the dynamics of the car and a superb lead-in into the DE events that followed."

--Mark Abbott

2008 Attendee



"For me the Ground School took a lot of the anxiety out of my first DE. Thanks to the Ground School I knew what to expect, and had a great, safe day."

--Geoff Kronik

2008 Attendee



"Prior to attending the ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"

--Sarah Anderson

2006 Attendee

Ladies, gentlemen and younger drivers.....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2011 on Sunday, February 20th. This is NER's annual introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers, MA. Directions can be found at [www.hmsmotorsport.com](http://www.hmsmotorsport.com).

This interactive classroom session will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are by no means "for men only". Each year, a growing number of female and younger drivers attend these events. So, all you ladies, teens and twenty-somethings, this is a special invitation for you to join us on February 20th. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon. At the end of the program, HMS will host a pizza lunch. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 20th is a Sunday in the deep mid-winter and the groundhog is still asleep in his burrow, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn, wishing you'd taken us up on this offer.

And remember, attending this "Ground School" in no way obligates you to sign up for a DE event. However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email [sartick@verizon.net](mailto:sartick@verizon.net).

### **Who should attend?**

Anyone interested in learning about our 2011 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2011, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

### **NER's 2011 Drivers Education Ground School at HMS Motorsport Sunday, Feb 20th @ 10AM**

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

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

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

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

Cost: Early registration (must be postmarked by January 31st) - \$10 Late/Onsite registration - \$20

Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803



# Tech Topics Meeting at Mike's Auto Body in Malden

## Saturday, March 12th, 10:00 AM

NER will be holding a Tech Topics meeting at Mike's Auto Body in Malden (251 Broadway -- 781-324-9831) on Saturday March 12th. Owner Mike Noonan will be on hand to discuss body repair, modifications for racing, and details on how to effectively manage your insurance claims. Mike also plans to have a paintless dent removal specialist on hand who will demonstrate this simple and cost effective method for removing dents from your car. Dent removal services will be available to members at a 50% discount so if you have a car in need of some attention in this area, bring it to this event and take advantage of this service either during or after the tech session on Saturday.



Mike Noonan, owner of Mike's Auto Body and long time NER friend and sponsor, has been in the auto body repair business since 1975. He takes pride in providing a friendly, comfortable place to come for the best in auto body repair. Mike's Auto Body is dedicated to providing the best auto body repair and collision damage repair services available and is one of the only shops in the area trusted enough by Turner Motorsports and the Porsche Club to work on \$500,000 vehicles. They proudly feature a staff of I-CAR and ASE-certified technicians. Mike's Autobody is also the preferred collision repair shop for many major insurance companies and is particularly good at negotiating claims adjustments with these companies to make certain that your Porsche, BMW, or other fine automobile is repaired to proper standards. Mike's expertise does not stop with high end sports cars; they repair all makes and models as well.

Also on hand this Saturday at Mike's will be Armando's Auto Detailing, located just across the street. Take the opportunity to learn the tricks of the trade – just in time for getting your car cleaned up for another driving season, or better yet, your next Concours d'Elegance event.

So come and learn about how a real craftsman applies his trade on some fine automobiles. Plan to arrive by 10:00 AM on Saturday March 12th. The session will run until about 2PM, unless you stick around for dent removal work. Mike is providing the morning refreshments and lunch.

### Tech Topics at Mike's Auto Body

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

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

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

Please pre-register for this event by March 9th; send this form to:  
Fedele Cacia, 158 Walnut Street, Natick, MA 01760; or email me at : [fedelecacia@verizon.net](mailto:fedelecacia@verizon.net)

#### Directions:

##### From New Hampshire/Maine/Northern Mass points

I-95 S toward Boston/Peabody  
Take exit 46 for RT-1 S Newburyport Turnpike 7 miles  
Bear Right at Rte 99 / Broadway  
Mike's is on your left # 251

##### From Boston / South Shore via Rte 93

Head North on RT-93 N  
Take exit 28 to MA 99/ Sullivan Square/Somerville  
Turn right on Cambridge Street (Signs for MA 99)  
Turn right at Maffa Way  
At the Traffic Circle, take 3rd Exit onto Alford Street  
Continue on Broadway/ MA 99  
Mike's is on your left # 251

# A Visit with Brian Redman, Saturday April 2nd, 6:00 PM at The Lars Andersom Museum of Transportation

We are honored to have Brian Redman as our guest on April 2nd, a motor sports racer from the old school where they drove cars in a wide variety of series from Formula 1, thru Can-AM, and endurance racing, and anything in between.

Starting with a 1959 Morris Traveller Woody, Brian made a name for himself in the UK while moving up the ladder through progressively faster cars including GT40s for John Wyer and 908s for the Porsche factory. Brian has driven for five different Formula 1 teams including McLaren, Frank Williams, Cooper, UOP Shadow and BRM, Formula 5000 with Lola to name a few.

He will be speaking at the Larz Anderson Museum of Transportation in Brookline on April 2nd commencing at 6pm, preregistration is required, cost is **\$10 per person** and seating is limited. Food and non-alcoholic beverages will be available.

Please fill out the form below and send it along with a check payable to PCA/NER to Amy Ambrose 50 Pleasant St. Hopkinton, MA. 01748.



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

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

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

Please pre-register for this event by sending \$10 per guest; send this form to:  
Amy Ambrose 50 Pleasant St. Hopkinton, MA. 01748



Since retiring from racing Brian often drives in invitational vintage and historic races throughout the US. He has also promoted all three of the Rennsport reunions along with the double 50 Porsche celebration at the Glen amongst others.

# Autocross School - Sponsored by Conway Autoworks

Sunday, April 3rd at Fort Devens, MA

REGISTER ONLINE!

For those of you who read our Autocross promotion in the February edition of the Nor'Easter and were intrigued or morbidly fascinated, this month we thought we'd provide some more detail about the Autocross School itself and the details pertinent to you attending it.



## Autocross School

The autocross school is designed for autocross novices

1. looking to learn/improve their car control skills, and
2. learn what the sport of autocrossing entails in a non-competitive environment.

Our instructors understand the anxiety that novices feel and therefore promote a low stress learning environment. Our instructor/student ratio is high and while you won't get a dedicated, personalized instructor for the entire day, you will have the opportunity to have an instructor in the car with you at all times should you wish.

The learning day is broken up into the following order:

- Student registration (more like check-in for those that pre-register)
- An open-air classroom session designed to highlight 1) the safety aspects of the sport, and 2) the theory of car control techniques.
- Following the theory session, the practical part of the day begins with students being broken up into sub-groups. Each of the sub-groups will rotate through a series of exercises, including:
  - a skidpad - designed to demonstrate throttle steering and the concept of over- and under- steer;
  - a brake zone - designed to demonstrate the limits of your car's braking capabilities; threshold braking and the beginnings of trail braking; and
  - a slalom - designed to demonstrate the time lag between perceived turn-in points and actual turn-in points.

Each student will have multiple opportunities to perform each exercise with an instructor. This usually concludes the morning session. While students enjoy a quick lunch break and share their experiences, we will set up an abbreviated autocross course designed to combine some of the elements students have just learned in the morning session. While not a full course nor competitively timed, the course is designed to give each student a taste of a real autocross and, more importantly, an opportunity to practice their newly acquired skills.

For those of you with an eye already on the competitive aspects of the sport; while attendance at the school is not a prerequisite to attending our competitive events, it is highly recommended. In fact, as mentioned last month, regardless of whether you intend to autocross or not, this is a fabulous introduction to car control skills at a fraction of the cost of most schools of this sort.

This year, once again, the school is the lucky beneficiary of sponsorship from Conway Autoworks. Their commitment to the school allows us to keep the costs to each participant at very reasonable levels!

## Who should attend?

All inexperienced autocrossers should attend. Even those who do not plan to attend competitive autocrosses in the future will have the opportunity to learn some of the fundamental car control skills which will greatly increase street safety. Teenage drivers are also most welcome, though if they are under the age of 18, they must provide a signed waiver and have at least one parent present. Please contact the chair for further information about teenage drivers.

## Registration

**Online registration is required for this event.** Registration opens March 1st and closes Friday April 2nd at midnight. Registration can be found at [www.motorsportreg.com](http://www.motorsportreg.com), along with additional event information. The cost is \$35. Pre-registration is required, so please do not show up without having registered.

**Please Arrive between 7:00 AM and 7:30 AM for Registration.**

## Directions to Fort Devens

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

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

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

# What is Autocross?

What is autocross? Like all club activities, Autocrossing is primarily a means to bring people with an interest in Porsches together.

Having said that, autocrossing has two primary benefits that distinguishes it from many other PCA activities...

First, it allows you to learn the limits of your car control abilities in a safe environment. The venue we are lucky enough to utilize allows participants to exceed the physical limits of their car's mechanical grip without posing much risk of damage to cars or participants. In contrast to Autocross, Driver's Education with its higher speeds and normal track obstacles (e.g. boundary wire, sand traps, railings), forces participants to be much more conservative in order to avoid exceeding their limits. Autocross devotees claim that you cannot truly learn the limits of your car's abilities until you have exceeded them once or twice.

Secondly, with the exception of PCA Club Racing (which requires well-developed skills and a not inconsiderable budget), Autocrossing is the only competitive driving activity supported by the Northeast region of the club. (Note: contrary to some of the conversations you may overhear, Driver's Education is NOT a competitive club activity). For those of you who appreciate a little competitiveness in their recreational activities, Autocrossing should scratch this itch for you.

Autocross is not the minor leagues where you practice until you can move on to DE (although it certainly is a great idea to learn car control skills in the safer environment of Autocross before doing DE). Autocross is an ideal compliment to DE and just one more way to enjoy your Porsche. (Oh, all right, there are those who like to say "If DE were any harder, they'd call it autocross." But we're all trying to tone down the dialogue.)

What about the downsides?

Autocrossing is one of the most budget friendly activities you can participate in through the club. In order to keep costs down, however, we do not employ professional flaggers on our courses. That means that every participant has to work the course during a day of competition. While working a course allows folks to participate in a different form of learning about car control (i.e. observation), it does mean some time spent standing outside in the weather. (And actually it can be a nice break to stop multi-tasking and just watch some cars racing. The Porsche person's version of "gone fishin'").

Who should attend the Autocross school?

The autocross school is designed for autocross novices looking to learn/improve their car control skills and to learn what the sport of autocrossing entails in a non-competitive environment. Our instructors understand the anxiety that novices feel and therefore promote a low stress learning environment. Teenage drivers who are fully licensed (not just a permit) are also most

welcome, though if they are under the age of 18, they must provide a signed waiver and have at least one parent present. Please contact the Autocross chair for further information about teenage drivers.

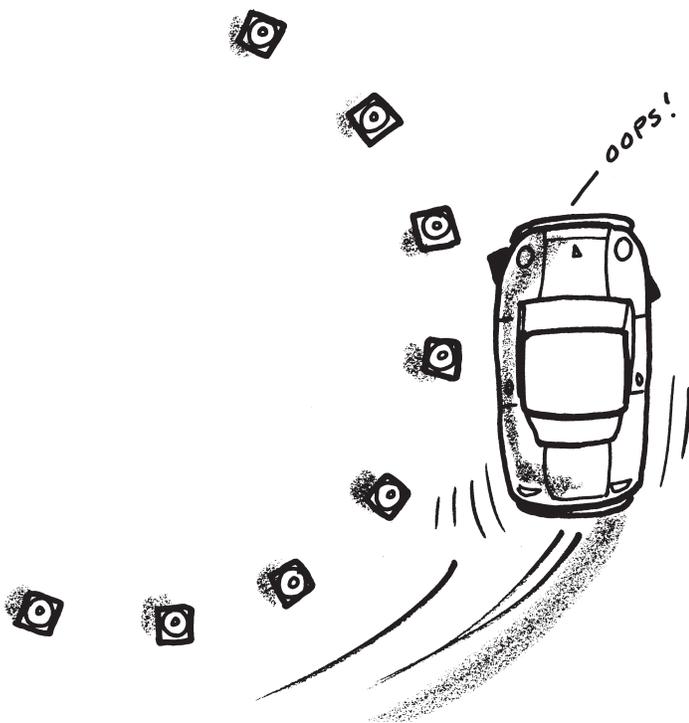
## Registration

**Online registration is required for this event.** Registration opens March 1st and closes Wednesday March 30th at midnight. Registration can be found at [www.motorsportreg.com](http://www.motorsportreg.com), along with additional event information. The cost is \$35. Pre-registration is required, so please do not show up without having registered.

## Directions to Fort Devens

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

**From 128:** Take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines.



# NER's Annual Newcomers Meeting

## Sunday, April 17th, 12:30 pm - Hosted by Ira Porsche in Danvers

The Northeast Region of the Porsche Club of America is one of the most active, event-packed regions in the country, and provides

all kinds of opportunities for Porsche people to learn about and enjoy their Porsche's capabilities. The club also allows you to meet and hang out with people who enjoy their Porsches as much as you do.

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

• **Driver Education** — Want to learn to drive your Porsche in a safe, high-speed environment (i.e. on professional racetracks)? NER hosts a number of Driver Education events throughout the season at tracks like NHMS in Loudon, NH, Watkins Glen, Mont-Tremblant, Calabogie, and Lime Rock Park. Watch some in-car video to get a feel for the experience, and talk to members who can answer your questions about how to get started and what it's like to put your Porsche through its paces.

• **Autocross** — Think you can drive really fast between, around and through a course marked with bright orange cones? Talk to some of our region's talented competitors about the events and share their experiences. Autocross is a great way to learn basic driving techniques and get a feel for your car and its limits in a way that just isn't safe (or legal) on public roads. NER's autocross events are held at nearby Moore Airfield at Fort Devens in Ayer, MA.

• **Concours d'Elegance** — Looking for a place to show off that beautifully restored or clean street Porsche? Find out how others do it, and learn what products to use to make your car really look its best. Our September PorscheFest event is a summer highlight with 80-plus Porsches on display.

• **Rally/Tours** — Just like to drive interesting roads and stay at interesting places? Learn about some cool up-coming trips. Our annual New England Ramble regularly attracts 250 participants touring over a weekend to a fabulous New England destination. This year we're headed to beautiful The Equinox Resort in Manchester Village, VT. See registration details for this event in this issue of the NOR'EASTER.

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

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

The Newcomers Meeting will be held on Sunday, April 17th starting with a light lunch at 12:30 pm, followed by presentations starting at 1:00 pm in Ira Porsche's beautiful showroom and shop. There will be plenty to see and learn, and refreshments will be provided by our hosts at Ira Porsche.

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

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

Registration request: NewComers Meeting - scheduled for April 18th @12:30 with light lunch

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

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

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

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

Fedele Cacia, 158 Walnut Street, Natick, MA 01760; or email me at : [fedelecacia@verizon.net](mailto:fedelecacia@verizon.net)



2011 NER DRIVERS EDUCATION EVENT

# NEW HAMPSHIRE MOTOR SPEEDWAY



## NER Driver Education & Novice Day

**Tuesday, May 5th 2011**

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

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

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

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

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

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

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

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

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





# The 2011 New England Ramble

*April 29 ~ May 1, 2011 The Equinox Resort & Spa Manchester Village, VT*

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

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

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

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

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

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

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

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

<b>The Equinox</b>	<b>Single</b>	<b>Double</b>
Friday	\$149.75	\$149.75
Saturday	\$259.00	\$379.00

Finally the details:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meal Choice: Stuffed Chicken Breast: #\_\_\_ Grilled Salmon: #\_\_\_

NY Strip Steak#\_\_\_ Mushroom Ravioli: #\_\_\_

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460

Checks Payable To: NER/PCA

**Circle The Rambles You've Attended**

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

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

**Sponsored by**



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# 2011 DE

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# What is Driver Education?

Copy by Bruce Hauben

There are two ways to answer the question.

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

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

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

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

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

## 2010 Driver Education Schedule – Overview.

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

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

\*Subject to change

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

### Contact Information:

#### Northeast Region (NER)

#### Registrar

Mark Keefe - 508-529-6127

#### Track Chair

Bruce Hauben - 978-952-8517

#### Event Registration

www.clubregistration.net

#### North Country Region

(NCR) www.ncr-pca.org

#### Registrar

John Lussier - 802-728-4457

de-registrar@ncr-pca.org

#### Track Chair

Mark Watson

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

de@ncr-pca.org

#### Event Registration

www.motorsportreg.com

NHMS - www.nhms.com

NCR - www.ncr-pca.org

WGI - www.theglen.com

NCR - www.ncr-pca.org

LMCT - www.lecircuit.com

LRP - www.limerock.com

CMP - www.calabogiemotorsports.com

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## What's new for 2011?

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

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

#### Allegheny Region

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

#### For those new to DE:

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

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

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

their registration site.

#### Watch the NER Web Site

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

#### Registration Process

##### How to register:

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

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

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

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

##### When to register:

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

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

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

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

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

Registration closes 2 weeks prior to an event:

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

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

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

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

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

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

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

NER & NCR have the same basic requirements:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*continued on page 36*

# On the Road with Andy Lally

Copy by Adrienne Ross, photos courtesy of Andy Lally

As the calendar turns another page, Porsche racing fans turn their attention to the Rolex 24 at Daytona, a Grand-Am endurance race that kicks off the year, and makes motorsports enthusiast's hearts flutter with the start of a brand new season.

One of the biggest stars of the Grand-Am circuit is Andy Lally. He's the winningest (yes that's a word) driver ever in the Grand Am Grand Touring (GT) series, and only down by one race to Scott Pruett as most overall wins. He's the first and only driver in Rolex Series history to start a season having won a Rolex race at every track on the schedule. He's won the Daytona 24 twice, 2001, and 2009, and will go back this year to try to capture his third.

Andy is an owner/driver of TRG (The Racers Group), who run Porsches, in the GT series cars he drives. He's also driven a Daytona Prototype (DP) car, and competes actively in the NASCAR Cup Series.

In early January, I had a chance to talk to Andy a little about his career, his idea of fun, and what the Daytona 24 is really like. For a few nights before hand I'd been following he, Spencer Pumpelly, and Ryan Eversley on Twitter, and boy do these boys tweet! Mostly to each other, but sometimes to just us

fans. I highly recommend following them if you're a Twitterer. He's a great guy! I've enjoyed our conversations.

Andy lives in Georgia near to his frequent playmates Spencer and Ryan. After watching them rib each other so much, I had to ask if being really good friends off the track, ever made it weird to compete against each other. "Sometimes, it does." He laughed. He and Spencer have literally run into each other on the track.

Andy has also been driving for NASCAR since 2007, which he finds the most challenging, fastest, and requires the highest level of commitment. "It's the most exciting racing." He remarked. He likes the race, the competition, almost more than he likes the driving itself. "It's the most competitive. At one race, I was 4/10ths of a second off the pole in qualifying, and I was in 35th position on the grid. In the Cup Series, the dog-fight is constant. Lap for lap I'm passing or being passed."

"Stock cars on road courses are really challenging. The cars are heavy, and don't respond as well. The brakes are too small," and he almost feels like Fred Flintstone in the car. He wants to put his feet out on the ground to help the stopping process.

"Do road racers have the advantage in NASCAR when they hit the road race tracks?" I asked.



Wheels up at Lime Rock.

"Maybe, but the other drivers have their advantages. The NASCAR drivers drive those cars all the time, they know the car, what it can do...and that helps a lot. Half of them are really good road course drivers, and about ¼ of them are world class."

The nicest car he's ever been in? The Porsche Spider at Sebring in 2008. Every aspect of driving, and racing was considered and applied to the build of that car.

And you can't interview a road course driver, without asking what his favorite tracks are.

Watkins Glen, Ohio, Mt Tremblant are favorite road courses. "Well the Glen is in my home state I would go as a kid, and watch Mark Martin, Rusty Wallace and Ricky Ledbetter." He loves bus stop and the entire flow of the track. He has won 6 times at the Glen.

Sometimes he comes to the Clash at the Glen (a PCA Zone 1 event) to shake a car down, coach new TRG drivers.

Le Circuit Mont Tremblant is another one of his favorites. 2004 was last year Rolex ran there. "It's a beautiful track, not a bump on it, super fast corners, 1,2 into 3. I love elevation change." He finds the track very challenging. By his second lap ever, it became one of his favorites.

I asked Andy to tell me a little about TRG. "TRG has grown into a very large team, with many layers." This is his 7th year with the team, he and Kevin Buckler are the longest standing driver owner combo in professional GT racing. Pruett and Ganassi have been doing it one year longer in DP. "Kevin has kept his roots in the PCA, and just expanded into ALMS, to Cont, Rolex, ARCA, NASCAR truck series to Cup." TRG now has 3 Facilities in CA, NJ, and NC.

Andy started out karting when he was very young and after wanting to do so for a very long time, (at 12 or 13), he entered his first race. In high school, he played every sport you could think of, and quit all of them to race go karts. His soccer coach Peter Madsen, was a volunteer crew chief for a team based about a mile from Andy's house, and when Andy told him why he was quitting, he said. "I want to introduce you to somebody." At end of his Jr. year in high school, his coach introduced him to Walter Simondinger who

*continued on page 42*



*Spring Cup 2010.*



*Andy Lally*



*In the Spider.*

# A Story of Castles, Treffens, Porsches and Gute Fahrts

Copy and photos by Mike Kerouac.

EDITOR'S NOTE: Mike turned in a really wonderful story with some truly beautiful pictures to go with it. I couldn't do the entire story justice in one issue so it's presented in 2 parts. Look for part two in the March Issue of the NOR'EASTER - and thanks Mike....very cool!

I intended to write this story as soon as we returned home from our trip to Germany in Sept 2010. But somehow, the end of the year got away from me and I find myself writing in Jan of 2011. There are many memorable moments from our trip that I would like to share with the Nor'easter readers, but there aren't enough pages in the newsletter and I also don't have enough writing talent to put it all to paper. I'll do the best I can to hit the highlights and hopefully keep this article out of the bedtime reading category. I don't want to put my fellow PCA members to sleep.

This all started when my wife Ann and I along with our regular vacation companions, Dave and Sara, started looking for a 2010 "once in a lifetime" vacation. I learned a long time ago, that if you want to sell the wife on an expensive vacation, or a new Porsche, it always has to be a "once in a lifetime" opportunity. When the vacation involves driving Porsches at 160mph on a public highway, it really, really, has to be a "once in a lifetime" opportunity.

To make a long story short, after a little Internet research, I came upon Porsche Treffen Tours offered by Fastlane Travel. Treffen is simply a German term for meeting or gathering. So

a Porsche Treffen is a gathering of Porsches. Seems simple enough. We picked the itinerary we liked, called Peter Psontag, the owner of Fastlane Travel and asked about 1,000 questions. The key selling points of the trip were, all inclusive hotels, meals, beverages and Porsches. The trip also combined visits to all of the Porsche hot spots as well as a nice combination of local sites. So we booked the trip. Peter is a unique character, who has many years of experience guiding these tours. He has a wonderful way of leading up to the trip. We received numerous e-mails, tips, tricks and some custom gear before we left for the trip. Once on the trip, you also have a gift in your hotel room each evening, ranging from Shirts to Beer Steins. Some are even practical, like umbrellas. Our 12 day vacation started with a quick Thurs/Friday visit to Prague (not part of the tour, we did this on the side). Then we officially joined the Treffen group in Stuttgart on Saturday.

The overall trip would take us from Stuttgart in Germany to Salzburg in Austria and back to Stuttgart, with many other stops in between. We visited Gmund, Wolfgang, Rothenburg and many other small villages. In between stops, we managed to complete a few 150 to 160mph runs on the Autobahn. I know many of you will say driving that fast on the highway is crazy, but all things considered, Fastlane's process is reasonably safe.

Each Treffen has about 10-12 couples. The group is split into two run groups of 4-6 cars each. Each run group has an experienced team leader. We all have two-way radios. Our



Wolfgang Porsche's Sport Classic

leader was Thomas, an awesome driver with years of Autobahn experience. His job is to keep us safe. If he doesn't feel like we can reach high speeds in a very safe manner, we don't complete the run. He quickly nicknamed our group the Eagles. We each had a call sign. Ann and I were Eagle 3, Dave and Sara Eagle 4 and so on. It kept everyone lined up and made communicating very simple. Whenever we started a high speed Autobahn run, Thomas would click the radio on and say "Ok Eagles, let's fly." By the second or third run, those words brought on instant butterflies. By the fourth or fifth run, butterflies turned into goose bumps. Our max speed for the week was 163mph. Several runs exceeded 150mph. It takes a lot of focus and intense concentration. The right lanes are full of cars and you have to constantly be on the look out for someone pulling into the passing lane. Luckily the Porsche is the best tool for the job, awesome acceleration and equally important, awesome brakes.

Back to the start of the tour. The weather was beautiful with temps in the low 70's. We exited our luxury hotel and jumped on a tour bus to our dinner destination. After a brief bus ride laced with relevant information on driving in Germany, as well as a few irrelevant semi-off color jokes, Peter escorted us off of the bus at Dicker Turm Castle nestled into a mountainside vineyard. What a way to start the week. After a brief walk we found ourselves on the Castle wall, sipping champagne as we watched the sun setting over Stuttgart. A short while later we climbed a few steps into the tower to begin our medieval feast. The pitchers of beer and wine quickly emptied and were refilled. On this trip

*continued on page 34*



*Mike and Ann*



*Tell tale tags*



*Salzburg*

*Continued from previous*

all of the drinking happens when the Porsches are nowhere in sight. Driving under the influence of even a sip of alcohol is strictly “verboten” in Germany. We began to socialize and get to know our new traveling companions. Peter also continued our education process with “True Stories” of past Treffens and some semi off color jokes. Have I already mentioned, the off color jokes? Well, now we have the added dimension of “True Stories”. During dinner, each couple took turns signing the paperwork for their Porsche rentals. As we all got to know each other better, I could already tell we had a great bunch of people on this trip. Trusha, Sonu, Ron, Libby, Al, Laura, Woody, Lynn and our current BFF’s, Dave and Sara all quickly hit it off. It was obvious that we were in for some fun. Maybe even a once in a lifetime vacation.

Sunday morning arrived bright and early. Ann, Dave, Sara and I were already past our jetlag due to our pre tour visit to Prague. The two days of being on European time as well as a



*Dave and Sara*

new appreciation for sugar free Red Bull, had me raring to go. Some of our Treffen mates were not so lucky. They would need a little adrenaline rush to wake them up. Porsches fit the bill. We once again jumped on the bus for a 30-minute ride to the staging area for our Porsches.

The next hour or so was purely tactical. We had a driver’s meeting where we learned about Ausfahrt (Exit), Einfahrt (Entrance) and Gute Fahrt (Good Drive). Peter also taught us about the very strict German rules of the road as well as the expected driving etiquette. Did you know that tapping your forehead with a finger or flipping the classic American Bird, could be a chargeable offense in Germany? Tapping the finger is telling someone they are crazy, you all know what flipping the Bird means. Per German law, either can be considered slander. We were also warned about the frequent presence of speed cameras, very high fines for following too close and the need to pay up on the spot if pulled over by the Police. Despite all of this sobering news, everyone quickly morphed back into the classic, “I’m on vacation, none of that can happen to me. Let’s drive.” But, that will be a “True Story” for another day.

At this point of the tour, things start to blur. The names of all locations and the exact timing of events are blended together and in many ways aren’t really important. I’ll give you the highlights and then wrap up with our last few days in Stuttgart.

After the drivers meetings we all hopped into our Porsches. 10 out of 11 cars were black, but we had a wide variety of models based on the requests we made pre tour. Ann and I had a 911S Cab, we also had a 9114S cab, 911 Coupe, Boxster, Cayman and Panamera in the group. We had a very nice representation of Porsches. The cars were gassed up, warmed up and ready to go. After a series of mirror, steering wheel and seat adjustments, we rolled out of the parking lot. At the first stop, we learned the finishing touches of our Porsche driver education. Gas stops were a 911 Ballet. Our guide Thomas, would pull up to the pump as we all lined up behind. As I said, the tour is all inclusive, so Thomas has to pay for our



*Ferdinand's tomb*

*Continued from previous*

Petrol (at \$6.00 plus per gallon). Thomas would fill his tank and my wife would jump out and take over the pumping duties for the next car as Thomas left to park his Porsche. Thomas would return just in time to resume pumping duties as my car was filled and we drove off to park. The gas stops became a fun event in themselves. First of all no one wanted to be the first to click the two-way radio and ask for an unplanned rest stop. That might run the risk of disrupting our tightly packed schedule. So by the time we actually stopped there were many crossed legs and mad rushes to the restrooms. The rest areas in Germany are absolutely spotless, with great food and coffee. But if you need to go to the toilet, you have to pay. Euro coins are placed in a machine that controls a locked turnstyle. You get a ticket that gives your money back if you buy food or drink. Not a bad deal, but each stop was a mad scramble to see who had the correct coin to get past the turnstyle. In my own sadistic, twisted way, I even slow rolled handing over my change to see just how much I could make someone hop around. I know it's mean, but I got my pay back, a little later in the trip. More on that "True Story" a few paragraphs down. I can hear what

you're thinking as you read this, "booorriing." But, trust me, it was fun. On the plus side all of the rest areas had sugar free Red Bull, so I always got my money back.

Over the next 4 days we drove the Porsches from Stuttgart to Salzburg and back to Stuttgart. We had a fabulous lunch at the base of Neuschwanstein Castle, Germany's "Disney Castle". We visited several charming villages. We had 6 star dinners, 5 star lunches and more wine and beer (only after putting the Porsches to bed) than we could consume. We also had an incredible day of driving through the Austrian Alps. The temps were in the 60's, but the mountains themselves were covered with snow. The driving on the switchbacks was incredible and the scenery was breathtaking. I'll let the pictures tell that story. To wrap up the middle portion of our tour, in the mix of all of this, we also had a few very memorable events that I would like to highlight.

Originally, we were scheduled to visit Weissach, Porsches R&D and test facility. But a previous visitor to Weissach decided to take some unauthorized photo's of work in process, so the facility was closed to private tours. Peter would make up for our disappointment with a special surprise.

*continued on page 37*



*In the Alps*

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

**In summary:**

- Identify who is hosting the event or events you wish to enter
- Go to the host's web site and locate links to Driver Education
- Go to their registration site and register for events
- Pay online or forward a check to the host region
- Have a fire extinguisher installed in your car (if that is required by the host region)
- Beg, borrow or buy a helmet that meets or exceeds SA2005 or M2005 (or K2005)
- Download a tech inspection form a couple of weeks before the event
- Locate a nearby tech inspector from your home region's web site
- Have your car inspected and keep the tech form, as you will need it at the event
- Read the articles on what to expect and what to bring that appear on our web site
- Come to the track and have fun.

— that's where you park when you use the port-a-potty. The airfield was named Moore Army Airfield in 1976 to honor Chief Warrant Officer Douglas Moore, an Ayer native who was killed by ground fire while piloting his helicopter in Vietnam.

But back to the 1991 BRAC decision to close Devens. Of the approximately 10,000 acres that was Fort Devens, the Army Reserve retained over half (some at the airfield but mostly undeveloped land south of Rt. 2 used for training maneuvers). Some space went to the Shriver Job Corps Center and some to a Federal Medical Center (part of the Bureau of Prisons that is "an administrative facility housing male offenders requiring specialized or long-term medical or mental health care" — allegedly disproportionately sex offenders and federal prisoners with diabetes or psychological impairment). That left 4,400 acres that contained most of the former Army buildings (including some attractive, if obsolete, buildings called Vicksburg Square that are part of the National Historic Register). After a process led by Governor Weld's administration, the Commonwealth, Ayer, Shirley, and Harvard agreed on a Devens Reuse Plan that assigned management of this parcel to a quasi-public organization called Mass Development for a 40-year period. The state provided

*continued next page*



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Continued from previous

\$200m of funding and created an Enterprise Business Zone (tax incentives and expedited permitting). In essence Devens is now a community (and would, in fact, have become the Commonwealth's 352nd community had not the voters in Harvard objected) but one that subcontracts most of its services (policing done by the State Police, schools to Harvard and Shirley, etc.). Devens' closing and re-development is considered a big success story; there is a growing business park, a new hotel and restaurants, athletic fields and a golf course. The 2,500 civilian jobs lost by the base closing have been replaced by over 4,500 private-sector jobs.

Amidst this development, Moore Army Airfield is the outlier. Older buildings stand unused and under-maintained, grass grows untended and it has the look of an earlier time. This is the result of some bad news and some good news. The bad news (for the taxpayer) is that the Army and Navy operations here over the years were not ecologically sound. The worst offender was a parachute dry cleaning facility that allowed chemicals to get into the soil: "Groundwater analyses confirmed the presence of PCE, trichloroethene (TCE), 1,2-DCE, carbon tetrachloride, chlorobenzene, 1,2-dichloroethane (1,2-DCA), styrene, and BTEX in an approximate 2,900 foot plume that emanates from the former drywell and extends to the Nashua River." The groundwater remediation process that is required (and remains the responsibility of the U.S. Government's EPA Superfund Program) is ongoing and may take up to 20 years before buildings can be constructed at the Airfield. While there is no guarantee that a competing "surface only" use of the site doesn't come along or that the pavement doesn't wear out, the good news (for us) is that we may have access to this great site for some years to come. Come and enjoy while you can!

**Calander**- continued from page 14

**September**

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

**October**

- 8 NER Autox @ Fort Devens
- 10-11 NCR DE @ NHMS
- 12 Board Meeting

**November**

- 9 Board Meeting

**December**

- 3 Annual Dinner
- 7 Board Meeting

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**Castles**- continued from page 35

Peter had us all park our Porsches on the side of a country road while he made a quick phone call. After a few moments we got the signal to start the cars and follow Peter. We pulled up to a modest farmhouse with a few other buildings on the property. I saw a Porsche Cayenne Turbo and a 911 Limited Edition Sport Classic parked in the drive. Hmmmm, not sure where we were, but I love the Sport Classic. I walked over to take pictures and as I looked through the passenger side window, the plaque said 001 of 250. Now I was really curious. Peter escorted us past the farmhouse, to a small building that looked like a Chapel. In reality it was the tomb of Ferdinand Porsche. I was impressed. Peter has some connections in the Porsche world. After a few moments an older gentlemen walked out of the main house. I originally thought he might be a caretaker for the property, but as it turned out we were being introduced to Dr. Wolfgang Porsche. Dr. Porsche was very gracious and generous to let us visit his property. He answered questions and posed for photos with everyone on the tour. I was very impressed with Peter's ability to set up such an unexpected event and I was also very grateful for Dr. Porsche's willingness and generosity. Once in a lifetime event completed. Check the box.



action was well planned and everyone was where they should be when they needed to be there. With 250-300 lb motorcycles flying through the air that was certainly important.

Closer inspection, like only an old guy would do, showed that the bikes were banged up pretty good and the driving suits could use a drive to the cleaners. Once the helmets were off for the "interviews" it was clear that these riders weren't traveling with a barber. In fact, I don't think that their mothers visited often, judging by the dirt behind their ears. Between sets of competition of four bikes at a time the idle riders could be found spread out on what looked like a picnic bench over in one corner. It reminded me of boys in an eighth-grade field trip to a sewing bee. Bored. The jumps used looked well worn and when the canvas covers were lifted to move them about it was like looking behind the curtain to see the Wizard of Oz. My guess is that they aren't stored indoors in the off-season. Of course that's something that a kid would never notice. We never did when going to the circus at that age either.

The MC was responsible of measuring the applause level of the crowd to establish the winners of each heat. That was a measure taken after he prompted the crowd to raise the noise level, which was the easiest job of the night. The 8,000-9,000 in attendance probably had less that 1,000 driver's licenses between them, and they just couldn't stop screaming. It was like girls in Shea Stadium at a Beatles concert in 1965, except they were 90% male. What an outlet for noise, it was great. I

had taken a set of earplugs that I use when driving because I was concerned about the open exhaust of the cycles in an enclosed area, but I needn't have worried. The crowd was much louder than the bikes.

After the grand finale, which included a flipping snowmobile and what seemed like everyone in the air at once, there was more smoke and flashing lights. The MC announced that there would be an autograph session behind section 112-113 and that \$25 tee-shirts would be available for sale that the riders would be happy to sign. That sounded like something we used to tell girls at high school football games. Meet me behind section 112-113. Sound familiar? It seemed that at least half the crowd was heading that way so we went the other way, out a side door.

The open door took us back to reality as we were met by 19 degrees and blowing snow. A few inches had fallen while we were inside and I couldn't wait to show the boys how Pearl loved the snow. It took a while to get down from the fifth floor of the parking garage but when we did it was full speed ahead. The streets of Worcester were deep in snow and the Mass Pike wasn't much better. The left lane seemed unplowed and that's where we stayed. With Blizzack ice/snow tires on, it seemed like dry pavement. Nobody was falling asleep on this ride home. The only risk were other drivers that would pull into my lane only to realize that I was closing at a much faster rate than they expected. Some people are just not good at estimating speed. It wasn't until we got to the Weston tolls that I saw the 40 mph speed limit sign flashing. I wasn't trying to match the excitement of the Motocross but the boys had a great ride home that night.

There are always lots of things to do when I tire of inside work, even in the winter before the ice is thick enough to run on. Then it really gets exciting. I'll keep you posted.

KTF



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At the show

make the arrangements for that event, including the second annual Silent Auction to benefit NER's charity.

Chris Mongeon had emailed the monthly financial reports to the Board – as usual, the club remains in good financial condition. The Board approved the financial report.

Amy Ambrose provided a membership report and outlined a number of initiatives to welcome new members and hopefully get them more involved in the club. She is also undertaking various outreach efforts to Porsche dealers and independent repair shops to encourage PCA membership.

Adrienne Ross reviewed the Nor'easter assignments for the February issue. She also asked all the Board members to be alert to comments from members that might be the basis for a Nor'easter article and encourage the individual to write and submit such an article to Adrienne. Adrienne also noted that she and Amy have recently been able to interview three professional Porsche racers and articles based on those interviews will be appearing in future issues of the Nor'easter.

Steve Ross, with the Board's approval, appointed Chris Mon-

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geon to serve as NER's Safety Chair. He will be responsible for ensuring that all NER's driving events meet PCA's safety requirements; he will coordinate several individuals to perform that function at specific events.

The next Board meeting will be held on February 9th at 6:30 pm at Bill Seymour's residence. There being no further business, the meeting adjourned at 1:10 pm.

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# New Members

Steven C. Brin Barrington, RI 2008 Carrera	Jason C. Cassisi North Kingstown, RI 2006 911	Peter C. Rubinger Framingham, MA 2005 Boxster
Andrew Epstein Waban, MA 2006 Boxster S	Dean Cestari Boston, MA 2007 Carrera	Scott Jones Bradford, MA
David J. Fehnel Wenham, MA 1998 993 911	Jason J. Elliott North Reading, MA 1970 911	<b>Transfers in:</b> C. W. Skillman Duxbury, MA 2010 GT3 RS Gray
Gavin Fenn-Smith West Newbury, MA 2011 Panamera	Robert Filteau Methuen, MA 1983 944	Craig W. Hartigan Wellesley, MA 1989 930
Peter M. Grittner Warwick, RI 2009 911 C4S	Paul J. Forte Dracut, MA 2006 Cayman S	Anthony J. Mangiapane Orleans, MA 1982 911 SC Black
William C. Haney Hingham, MA 2005 Carrera	Dawn Greenleaf Dover, MA 1986 911	Noel M. Swartz Wesborough, MA 1980 911 SC
Christopher B. Newbury Lynn, MA 1971 911	Charles W. Hebard Chestnut Hill, MA 2009 911	Timothy M. Vaughan Charlestown, MA 1962 356C
Daniel Noveck Cambridge, MA 1980 911 SC	Chery Jauch Framingham, MA 1976 911S	
Nicholas A. Paolillo Holliston, MA 2008 Cayman	Ramzi Khazen Leominster, MA 2002 911	
Eric R. Paradis Quebec, Canada 1989 944	Brian T. Light Sudbury, MA 2007 911 GT3 RS	
David R. Peters North Easton, MA 2011 Panamera	Salvatore J. Loporchio Providence, RI 2001 911	
David Peterson Lakeville, MA 1995 911	Mark A. Nowak Newton, MA 2002 Boxster S	
James Burns Bellingham, MA 1995 Carrera	Donald Nowill Brookline, MA 2001 GT3	

*On the Edge- continued from page 4*

cable company. "How fast can you get me the Speed channel?" More personal stories, more background, and I was a fan. A fan! Let me tell you, 2 years ago I would have rolled my eyes at me (like my daughter does now). But I guess you can't always choose who or what you love.

The season continued, the F1 championship came down to the last heart pounding race of the season. I cheered for who I wanted to win, and he didn't. But in the end, I was really happy for the competitor that did win. He seems like a good kid, and he drove his heart out...how can you not like that?

November buttons up the racing season, and the cars go back to their garages to be stripped down, and ready for yet another season. My living room wasn't quite silent on Sundays (Let's just say I'm an "enthusiastic" football fan.). But it was missing the wail of an F1 engine, and the purr of the Porsche. It's a double whammy I lose my baby, AND the racing! It's really depressing.

Have I lost you yet? Given up on me? Well fear not. There's a point, and it's a promising one.

In less than 2 weeks, I'm going to go further than just fan! I'm going to Daytona and I'm working for a race team! The first Grand-Am race of the season. The jewel in the crown, and I have front row, hot pit seats! (OK there are no seats in the hot pits...but you know what I mean.) And for me, I'm afraid it doesn't get a whole lot more amazing than that. I'm psyched beyond words!

Two days after I get home from Daytona, I'm headed back down to the 48 Hours at Sebring, a PCA race that kicks off the year. I've volunteered for this one too, and have a primo spot on the grid team! 3 days surrounded by Porsches, and Porsche-files!! Thanks to Christian Rava, a fellow PCAer in the Suncoast region for the encouragement, and motivation to go and play at this fun event!

Two long weekends in a row, and I can't wait! They'll be done by the time you read this...but you know I can't help but report on them. The trip to Daytona will be a feature in March. It's been a very fun month of planning and plotting. So thanks to those who encouraged and supported, planned, and paid. I couldn't have done it without you. Who knew that one little 5AM text could make such a difference?

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

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

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

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

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

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

**Cayenne winter tires and rims**. Four tires and rims used one season. Fit all models including Turbo. \$500,Gene at 508-2723-6866 or gtre79@hotmail.com

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

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

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

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

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*Lally- continued from page 31*

owned Tyrolean Motors, an imports/exotic cars shop.

Simondinger raced a Toyota MR2 in SCCA, and agreed to put Andy in the car for 3 races. After those three, they decided to continue for 3 years, advising him, and pushing a "stubborn, idiot, long haired kid in the right direction."

In anticipation of the first and biggest race of the year, I asked Andy what he was looking forward to most about the Daytona 24. "Winning my 3rd one." He laughed. "What you look forward to most, what you want most is to complete it without having problems."

"I've been fortunate enough to with it twice, and I've also come in second 3 times, and when go the distance, and you get all the way there and you're standing on the podium inches away from the guys who just won the Rolex watch one spot ahead of you, after 24 hours...it's tough... But motivating."

His least favorite part of 24? "When I've finished 3rd stint and its 3am and its raining and 32 degrees out, and your back up suit is still wet from the first stint, and you have to put it on to climb back into the car again. That's the time when you always question...Why the hell do we all do this? It was miserable. When the sun comes up, and you're doing well...it helps.

You love it at the start, you hate it at the middle, and you love it at the end."

"The race doesn't start until 3:30, but you got there at about 8. So it turns into the 36 hours at Daytona. It definitely wears you out a little bit."

Andy is also a champion street Luger, and continues to do that. He plans to keep it a major part of his life. Street luge is an extreme gravity-powered activity that involves riding a street luge board (sometimes referred to as a sled) down a paved road or course in the supine riding position (laying on your back) at very high speeds (40-97 mph).

His newest hobby is mixed martial arts, Brazilian Jiu Jitsu which he works at for 2 hours a day when he's home.



*Andy doing what he loves.*

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