



*2010 Annual Dinner Gala*  
**Sitting Down With Will Turner**  
**KTR Tour**  
 THE 2011 NE RAMBLE

# THE NOR'EASTER

JANUARY 2011 JANUARY 2011 JANUARY 2011 JANUARY 2011 JANUARY 2011 JANUARY 2011 **JANUARY 2011** JANU

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# INSIDE THE NOR'EASTER

JANUARY 2011 JANUARY 2011

## FEATURES

14 KTR European Motorsports Tour

AUTOBAHN PERFORMANCE, INC.

15 **RESUBSCRIBE!!!**

16 **Ground School! February 2011**



18

18 **Tech Topics @ Autobahn Performance**

18 **BRIAN REDMAN IS COMING!**

19 2011 DE REMINDERS, SCHEDULE AND UPDATES

20 **NER Ramble - Information! Sign up!**

20



22 **The NER Annual Gala**

26 SILENT AUCTION BENEFITS ANGEL FLIGHT NORTH EAST

28 **SITTING DOWN WITH WILL TURNER**

36 **EDITORS MAILBOX**



22

## DEPARTMENTS

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

## COLUMNS

- 4 On the Edge
- 5 Around the Cones
- 6 Four Speeds & Drum Brakes
- 7 Flat Sixer
- 8 Minutes Of The Board
- 9 Ahead of the Curve
- 10 The Long and Winding Road
- 11 Upshifting
- 12 Torqued Up

## COVER



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

# On the Edge

Adrienne Ross



I have a friend who has spent the last year preparing to run the Boston Marathon. In the middle of his quest, he has decided this week to run Puerto Rico. Not, rent a car, and stay at a hotel, and go for some runs... He packed a 12 pound back pack, and plans to run from the airport starting from the minute he lands. Fifty miles to his first hotel, and then get up the next morning and run another 50 to the next one, and so on and so fourth, over the mountains, along the beaches, through San Juan, for 10 days.

I mention this because he's posted his first picture from said trip...it's a Corona, on a bar, with a \$10 bill. The caption? "Things are going quite differently than planned."

I thought this was really very funny, since I have listened to him angst, and micro plan, and try to control every second of what's going to happen to him in a country he's never been to, on a mission that's so completely foreign to anyone else that it's hard to garner help. But he'd never mentioned stopping by a bar for a beer.

***Part of me is from Prussia, and I'm pretty sure (from the old family stories), that I come from a long line of gypsies.***

This really speaks to me about change, and plans and what you think will happen one day to the next. I try to let go of some of that, but I actually look forward to change. There's always a new adventure to be had, something to be done, gained, won! Sometimes, as a result of change, there's even something to be found, which was once lost. That happens to me a lot! I discover some lost trinket, book, song, or feeling even, as a result of change.

Plans change, things change, people change. It's serendipitous really, because I was thinking about all this change just the other week. I was talking to a friend about moving. "I hate moving!" they lamented.

"Really?" I responded, "I'd moved 32 times in 30 years. Six in one year, and in that six, twice across the country, and I'm not even in a military family!"

I don't know, I've always thought it was genetic. Part of me is from Prussia, and I'm pretty sure (from the old family stories), that I come from a long line of gypsies. Honest to goodness,

## PCA NORTHEAST SERVICE REPORTS

TO APRIL 14, 1973

RIETZL PORSCHE AUDI. 1971 911T. 42,000 mi. maintenance, inspect and repair trouble in 4th gear, replace tires, recharge air-conditioner, replace broken tail light, check brakes & shocks. Appointment made for 45 days ahead. Reception knowledgeable. 4 hours delay in completion account of parts. Work performed, trouble remedied. Charges & promptness-good. Results & cooperation - excellent. On charges the member suggests that Porsche parts should be added to the Periodic Table of Elements as "Precious Metals." The member sent us a copy of the bill. We note that, while things were apart, the shop did some work not specifically ordered which added about 5% to the bill but which saved the customer many times that amount in future expense.

*This gem comes from April 1973. In March of that year, they asked members to send in reports, positive and negative about their experiences with Porsche service professionals in the area. I LOVE this idea by the way! Anyway, it's not the report I found amusing, but the response.*

drifting fortune tellers. (Well, maybe not honest.) I've inherited the drift, but not the tricks.

Change and history...they're my things, which brings me to changes in the club. I've run out of other room

*continued on page 33*

## In This Issue...

Of course we'll bring you coverage of the 2010 Gala, it was THE place to be this season, full of glamorous women, and devastatingly handsome men, and some very very strange trophies. We had a great time, check out those pictures!

I sit down with Will Turner, tuner/racer/owner, and one hell of a nice guy, to talk strategy, Daytona, and building an amazing company from the ground (or in his case the basement) up.

The Ramble details are in! 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....save the date.

# Around The Cones

Steve Ross



NOR/PCA finished up a great 2010 with our Annual banquet in early December, an event that included our first silent auction for Angel Flight NE, the usual year-end awards for our driving events, and the achievement awards. Full details and pictures are in this issue of the NOR'EASTER.

At our monthly board of directors meeting in mid-December our two new board members, Bill Seymour and Fedele Cacia, were immersed in the running of the club as the board approved a variety of meeting topics. They, along with our new membership chair, Amy Ambrose, will be getting information about the new positions from their predecessors in the coming month.

Up this month is our bi-annual KTR visit in Ayer. This facility, originally opened by rock musician Jay Giles and now owned by Bob Jet, has been performing vintage car racing maintenance, restoration and updates for a number of years.

February brings our first tech session at Autobahn in Peabody, one of our long-term sponsors

***Up this month is our bi-annual KTR visit in Ayer. This facility, (was) originally opened by rock musician Jay Giles and (is) now owned by Bob Jet...***

and advertisers. Both events' specifics are in this issue and on our website.

Plans are being finalized for a well-known Porsche race driver from the 70s for a talk in either late March or early April; stay tuned.

Now that the sun sets around 4:00 pm each day, although sometimes it seems like 3:00, I have noticed a disturbing number of drivers who don't have their headlights after dusk on or have one burnt out.

The first issue may be explained by the preponderance of digital dashboards that are lit whenever the vehicle is moving, thus lulling the driver into thinking their headlights are on. (Don't you think that the road in front of them might be a bit dark? Duh). The second problem relates to the first but one light out is not as obvious as two, many newer cars have warning signals to alert the driver to the burnt out bulb. Finally there are a large number of drivers who insist on driving with their daytime running lights (which only show you) or parking lights on when full

headlights are required. And finally there are the foglight junkies, who have them on most of the time (even though there is no fog); I think of this as a sort of mating call since they do not do much lighting of the road ahead.

Regulations were recently passed by our government that will require back-up cameras in all cars sold in this country by 2014. The justification is that around 300 people are killed annually by cars being backed up. Not to lessen the sadness of loss of life, but there are about 35 thousand people who lose their lives in traffic accidents each year; don't you think our government could put forth some requirements that would help lower that number by more than a rounding error?

Over the years I have performed an informal survey of who wears seat belts? In a very unscientific series of observations, mostly while stopped at an intersection, I have come up with these generalities about the drivers and their vehicles.

Most high-end European drivers and almost all minivan drivers wear their belts.

Sports car owners for the most part use belts; convertible owners more so than those in coupes. A large proportion of younger drivers, say under 30, are also frequent users. Delivery drivers (UPS, USPS, FedEx) do, but probably because they are required to by their employ-

ers; same thing for over the road tractor-trailer drivers.

Now those that don't: large American pick-up drivers, taxi drivers, and commercial vans rarely if ever wear them. Police and fire along with livery drivers have minimum use of them. Many high-end American car owners are reluctant to put them on either. Virtually all old beat up cars and the "low rider" type car owners never wear belts. An interesting fact is that smokers are also low users of seat belts too. The other low usage group is the elderly those over 60 years old, many of whom never grew up with seat belts in cars

In the 50/50 category go the rest, Japanese car drivers on the high side of usage, American car drivers on the low side.

An interesting fact: in Massachusetts, seat belt usage is required but is only enforced when a vehicle is stopped for some other violation, one of only a handful of states that have this law. You can thank our legislative branch for this.

*continued on page 32*

# Four Speeds & Drum Brakes

Tom Tate



We are at that twilight zone between seasons and I'm not talking about snowfall. The gates at all the race tracks here in the Northeast are padlocked, the show fields are covered in dead leaves and the lakes up north haven't frozen over enough to drive on. As far as motorsports are concerned the only thing not in reruns on TV are the Aussie V8 sedan races down under.

Of course the heater in the garage is fired up and there are still plenty of things to do. Just to prove that I'm not only an automotive tinkerer, I went down my to-do list that had started to yellow with age and tackled the third item on the list. That would be to rewire the lights on the front steps. When I had the wooden railroad ties replaced a few years ago with stone, I installed four brick lights. These are lights the size of a brick that are put onto the sides of the stairwell to light the way at night. With the days so short they get a lot of use as we use them like a front door light. They're wired with a remote and while they come on easily enough it seemed that the

***I'm talking about a blink about the speed of a hummingbird heart. It would drive anyone nuts to just watch it for a few minutes.***

LED lights that were housed in the brick were temperature sensitive. One had failed early on and was replaced but even that one started to blink when the temperature dropped below 30 degrees. I'm not talking about blinking like the turn signal on your car; I'm talking about a blink about the speed of a hummingbird heart. It would drive anyone nuts to just watch it for a few minutes. The two that didn't blink seemed to glow at about a three-candle output rate. All in all, not a good experience. Since replacements are \$60 each, and I had no reason to believe that they would be any improvement, I decided to just gut the housing and mount a bulb socket with a regular incandescent light.

A trip to the local hardware store produced four small sockets for \$1.99 each and two pair of designer bulbs for \$2.49 per set. Of course I had to start this task late in the day, and by the time I was ready to try the first modified light I needed a flashlight to find the wires. I couldn't very well turn the lights on to see what I was doing because then the wires would've been hot. There was a time years ago when that wouldn't have

been a problem, in fact it would have been part of the challenge, but that was long ago and I am more cautious now. That is probably why I'm still alive to do these little household chores.

The first modified unit popped right in and lit up the stairs just fine when I fired the remote over my shoulder. With the remote clicked off I pulled out the next two units and retreated to the warm garage. The conversion went faster because of an assembly change. I elected to use a couple of zip ties to hold the bulb socket to the housing instead of nuts, bolts and washers. It held just as well and I figured that by the time someone took them apart and discovered the way it was built, I would be long gone. How did we ever get along without zip ties anyway? The next two went in like I knew what I was doing and I called it a night. The one last was actually working so I figured that I could do that one another time, besides, dinner was ready.

Once inside I had to explain why I always did outside electrical work in the dark but they were working just fine and I was happy with the results. After all, the daylight hours are pretty short this time of year and any project started after noon doesn't seem to leave much time before darkness closes in.

I went out after dinner to look at my handiwork from the street to discover that the temperature had dropped and the last one was blinking like a traffic light at 3:00 am. Figures. Well, at least it was the bottom step and I can't see it from the front door so I'll get to it when after the days get a little longer. Of course by then the temperatures won't be as low and it won't blink.

The next item on the honey-do list was a leaking faucet in the downstairs bathroom. It's a sink that is seldom used and some time ago I got inspired to replace the entire faucet. I was inspired enough to buy a single control fixture (that was on sale) but not inspired enough to actually install it. With the new bathroom up stairs we didn't go in there very often so it was easy to ignore. Besides when the faucet was turned on the water that leaked went into the sink and down the drain so what was there to fix?

I looked at the problem and while it wasn't getting darker in the bathroom I really didn't want to spend too much time on this task. I went to the

*continued on page 34*

# Flat Sixer

John Bergen



And you all thought that you wouldn't have to read any more columns from Flat Sixer. I guess I lulled you into a false sense of security, just to go wham! I was planning on hanging up my writing pen but several people (more than one) asked me to keep writing. So here I am, reflecting on what's been happening in my life and what's to come. I hope you will all bear with me over the next few months while we all wait for the driving season to begin again. Now, as Paul Harvey used to say, "the rest of the story."

I have mixed feelings about this time of year. I used to enjoy the winter and looked forward to the snow. That's back when I was younger and skied a lot. Now I'm not as crazy about the white stuff, especially when it is on the road. Luckily, as you'll all remember, I broke down and bought some snowshoes for the BMW. I had them mounted the other day and I am looking forward to seeing how the German toboggan will perform in the snow.

Now, don't get too worried, I won't be the idiot

***I was planning on hanging up my writing pen but several people (more than one) asked me to keep writing. So here I am...***

flying along in the left lane. I have a full understanding and appreciation that there's a huge difference in stopping power when the conditions are bad. My hypothesis is that many people seem to ignore the harsh reality that AWD and 4WD do not help when it comes to braking.

Another thing that I don't look forward to this time of year is seeing deer on and off the road. It seems as if the number of deer each year is going up; that includes live ones off the road and dead ones on the road. I try not to think about it too much but the thought of having a deer leap out in front of my car as I hurtle along is scary. The closest I have ever come (I am knocking on wood) to hitting a deer was when I still living in NJ. I was driving along in my VW GTI on Route 280 when a deer jumped out in front of the car in front of me. The car hit the deer, which then got launched over the car's roof, over my car, and onto the car behind me. Talk about a close call.

Anyway, let's not dwell on the bad things. I do have good feelings about this time of year. It's a

time to give thanks for all the wonderful people in my life and to be thankful for how fortunate I am. Sure things aren't ideal right now, but I am confident that things will work out eventually.

Speaking about things working out, I am still keeping a look out for a project car for Dylan and me. I did not expect it be this hard to find a Mazda Miata, although I have had some good leads from several people. It's probably a blessing in disguise that I haven't found one yet, especially since when Dot and I went to the NER Annual Gala, Bob Cohen forbid me to get Dylan a Miata. Bob claims that they are too dangerous for kids, and that I would be better off getting Dylan a VW GTI or a Mini Cooper. As you might have guessed, Dylan wasn't too upset with the logic Bob presented.

So, as I was saying, Dot and I attended the Annual Gala; this year it was held at the International in Bolton. The club has used this venue before and it is actually a nice place. Our plan for the night was to see as many people as possible, eat

dinner, then head home early so Dot could make it to another party for a friend of hers. This made the evening fly by. The cocktail hour was great, and the big surprise this year was the silent auction. I was in several bidding wars for various items, and in the end Dot and I

were able to win two books autographed by the author. Dot's plan is to hold on to these books, which the kids have already read, until the boys have their own families then give them each a book.

We had a fun table this year, which made it more difficult to have to depart early. We were having fun times reliving track events and talking about other things in our lives. Mine is kind of boring right now with work dominating most of my waking hours. To be clear, it also creeps into my sleeping hours too in the form of dreams! As the old saying goes, time flies when you're having fun. And before I knew it, it was time to go.

I did manage to get Dot out on the dance floor once before we left. Of course we were the first couple out there and she was thrilled beyond words with me. As a bonus we received a free CD-ROM from the band because we were brave enough to be the first couple dancing. Yahoo! I was kind of sad to have to leave, especially since I don't get the opportunity to hang with you all as

*continued on page 32*

# Minutes Of The Board

Joyce Brinton – December 8th, 2010 NER Board Meeting



The Board met at the Hauben/Brinton residence in Littleton, MA. The group convened at 6:30 pm on Wednesday, December 8th, for dinner. The newly elected Board members joined their retiring counterparts to facilitate the transition. After a bit of socializing and dinner, the business meeting convened at 7:30 pm.

The following NER members were in attendance: Amy Ambrose, Dick Anderson, Joyce Brinton, Fedele Cacia, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, Bill Seymour, Michelle Wang and Matthew Wallis. Outgoing Board member Chris Ryan was unable to attend the meeting. Fedele and Bill were welcomed as newcomers to the Board and Amy was congratulated for being elected to a different Board position. Steve thanked outgoing Board members – Chris Ryan and Dick Anderson – for their work.

Steve thanked the Annual Dinner/Auction committee – Karen Cohen (chair), Amy, Adrienne, Joyce, Michelle, Susana Weber and Chris Ryan – for making the dinner and Auction such a success. Those attending the event were very complimentary about the food, the longer cocktail/social hour, and the auction. Joyce reported that the auction raised \$5,140 for Angel Flight NE. Thank you letters will be sent to those who donated auction items. Thanks to everyone who bid on items and congratulations to those who won the bidding contests.

Steve and Bill reported that Auto-X has confirmed dates at Devens for the upcoming season – 6 days including the Auto-X school. An additional date may be added to offer a car-control clinic for teens. The Zone 1 Auto-X will be held at Devens and is likely to conflict with NER's Watkins Glen DE event at the end of August. Bill reported on the visit to Thompson as a possible alternate location for Auto-X when Devens is no longer available – at this point it certainly does not look like a feasible alternative.

Bruce reported on changes to the Track Committee membership – Jerry Pellegrino will be the new Chief Instructor and Ray Bahr will be the new Chief of Instructor Development. Plans for the upcoming DE season are now set and details will be posted on the website and in the Nor'easter.

Chris Mongeon reported that we had more than the usual expense this past month...expenses for the Annual Dinner and deposits for two of the 2011 DE events. Nonetheless, the club still

remains in good financial condition. The financial report was approved.

Chris Ryan has already arranged several of the 2011 meetings and Fedele will meet with Chris to complete the transition. The Board discussed arranging for a speaker from the auto racing world for a March or April meeting. Watch the website and the Nor'easter for more information. Steve mentioned a few meeting ideas he got from talking with other Regions at the Zone I Presidents' Meeting.

Steve reported that National has decided that membership dues will increase by \$4 in 2011 and the share allocated to regional clubs will also increase. He also reported that National has bought a building in Maryland and will move the head-quarter offices there in January. Another change is that Tech-Tactics will become a National event next year and will be held in Pennsylvania. The Zone I Concours will be in New Jersey in 2011 and NER may host the Zone I Concours in 2012 and hold it in Newport.

The Zone I Presidents' Meeting discussed a variety of safety and insurance issues. An area of rising concern is driver performance on tours/rallies with an increasing number of reports of

*continued on page 32*

## Happy PCA Anniversary

### Fourty Years

Thomas Tate

### Thirty Years

David Carter

### Twenty Years

Tyler Leeds

Meg Wilkes

Warren Woods

### Fifteen Years

Joseph Augusto

Marjorie Johnson

Rick Hetherington

Jack Kelly

Jon Leitner

Sheryl Marshall

Laurie Rucki

RJ Valentine

### Ten Years

Greg Ames

Alicia Bell

Felicia Gervais

Bruce Ledoux

Michael Norek

### Five Years

Bill Aubin

Brenda Aubin

Kenneth Barton

Richard Barton

Brian Butler

Zack Canter

Siobhan Curran

Brian Curtis

Louis Dellanno

Bart Higgins

Frederick Horton

Richard MacKoul

Joseph Mansolillo

Jocelyn Polk

# Ahead of the Curve

*Fedele Cacia*



I would like to thank the Board of Directors and all those it may concern for giving me this opportunity to help out as the Administrative VP.

As this is my first time talking to you, let me tell you a little bit about myself.

I was the middle of five kids born of Italian parents that emigrated from Calabria, Italy to the UK after the Second World War looking for work. My father worked down in the coal mines, and my mother in the bone china industry.

I was born and grew up in Staffordshire, until the age of 28 when I came to Boston on holiday 'vacation' for my cousin's wedding where I met the bride's sister and maid of honor, now my wife of 21 years.

Ivana is a part-time hair stylist and works mornings at a pre-school and day care center.

We have three wonderful kids together. Anthony, 21, is also a PCA member, works for the TSA in homeland security at Logan airport, and holds a black belt in Karate.

Christina, 20, is a freshman at the University of

***My hobbies are of course Porsches, street and track, motorcycles, and basically anything that moves fast and can stop on a dime!***

Hartford in CT and a very accomplished cheerleader, still competing and coaching for the UCA. And last but not least, Brianna, 14, who is making us very proud in middle school as she prepares for Natick high school next year; she also studies Karate when she's in the mood! LOL

I myself am a carpenter and have been running my own construction company now for 21 years.

My hobbies are of course Porsches, street and track, motorcycles, and basically anything that moves fast and can stop on a dime! I love working out and try to do so every day.

Karate is probably what I am most passionate about; I have been studying the art of Uechi-Ryu, an Okinawan system, for about 21 years and teaching for about 15. I still teach twice a week at the Gold's Gym in Natick. I have competed extensively over the years and hold a couple of world titles; I am also certified as a head referee and help out when ever I can. I currently hold the rank of Godan, a "5th degree Black Belt."

My most recent hobby is on-line poker, where I spend way too much time!!!

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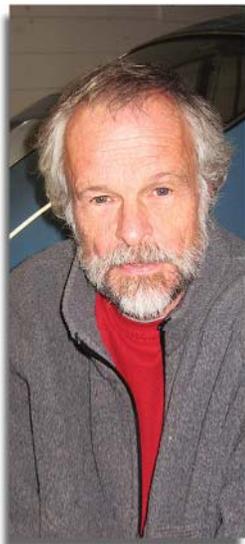
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# The Long and Winding Road

Bill Seymour



Greetings from your newly elected VP–Activities. Thank you for recognizing that I was the best choice in such a crowded race. However, despite a grueling campaign in which I did my best to meet all of you, I realize that there may still be some of the 1,300 NER members who do not know me. So, by way of introduction, my first article will describe how I came to be a PCA member.

The short version is this: I earned my Porsche the old-fashioned way — I inherited it. The longer version takes us back to 1955 when my father, a moderate if not fanatic car guy, bought a new VW Beetle, black with a sticker of \$1,600 as I recall. There were not many VWs in those days and I remember flashing lights at every other VW we passed. In those days a VW was only a gateway drug to the more heady stuff and my Dad quickly found some Porsche owners who lived nearby. Billy Roos, who lived in our town, was one of the

***In those days a VW was only a gateway drug to the more heady stuff and my Dad quickly found some Porsche owners who lived nearby.***

NER founders. I recall him driving a white Speedster in the winter with the top down. The guy who hooked my Dad, however, was (I think I have the name right) Charlie Wuerth. Charlie took my Dad for a ride in a 356A coupe with me stuffed in the back seat. We were doing about 50 as we headed up a short hill with the road appearing to dead end into a stone wall. At the last moment (and certainly without lifting which in a 356 would have been catastrophic) we made a sharp left, howled in glee and found more road. Dad had to have one.

The transactions that followed cemented my Dad's reputation with our neighbors as a nut bar. With apologies for all the parenthetical observations, it went like this: he started 1957 with the 1955 VW but traded it for a 1957 VW (different color? Bigger back window?); a month later this one departed for a 1957 356A coupe (white with red interior — he decided he couldn't afford it — keep reading and you'll see how dumb this was). After a few months of bliss, the Porsche was replaced by a 1957 Renault Dauphine (who knows why?). It really was as bad as its reputation — wouldn't start in the cold for openers — so he immediately ordered a Karmann-Ghia); hello

to a 1958 Karmann Ghia (if you are keeping score that was five cars owned sequentially within a 12 month span). Of course, once you have the habit you can't kick it, so in early 1960 he bought a used 356A coupe (the night it was to come home was 8th grade prom night for me and I was eagerly looking to show off in the new family ride. Ouch! No clutch, and I went to the prom in a borrowed Plymouth). The 1959 Porsche earned lemon status and went back from whence it came, leaving my Dad in immediate need of new car so he bought, wait for it... a 1960 Rambler American (and ordered another Karmann Ghia the next day). So the next car (we are getting close to the end now) was a 1960 Karmann Ghia (this one aqua, the previous one had been black). But, of course, the craving hadn't gone away and so in February 1961 the keeper finally arrived — a used Aetna Blue 356B Normal Coupe (\$1,600 trade-in and \$1,600 cash — I have the bill of sale).

My Dad drove the Porsche year-round on business for the first two years he had it. In 1963 he started buying winter cars (an interesting collection there as well — maybe worth an article) and eventually “Bluie” was retired to Sunday-driver status. As age

and curmudgeonhood overtook my Dad, I was awarded responsibility for the 356 in 1986 (but not formal ownership — it was in my garage but I was required to follow his rules of operation and report on its care). My Dad died in 1992.

The 356 is a great car. It has a classic sound, a lovely supple ride and enduring character. Quick it is not. One time I was trying hard on a local back road and went through a speed trap. He didn't even look up. In 1994 I decided I needed something more fun (let's hope it was a mid-life crisis because then I'll make it to almost 100) and began looking for either an original Mini-Cooper (I bought one new in 1967) or a Lotus 7 (I'd admired them chasing Corvettes at Thompson and Lime Rock in the '50s). A 1989 Caterham (Lotus 7 continuation car) presented itself and fit the bill nicely. What does one do with a Caterham? Well, autocross of course. So I dutifully went to an SCCA event where I spent the whole day being made to feel like an outsider while getting only three runs. There had to be a better option and there was. The 356 allowed me entry to the Porsche Club where, as a member, I could drive a non-Porsche

*continued on page 35*

# Upshifting

Bruce Hauben



Unbelievable but true! Several days ago the WSJ.com reported that hackers posted online a huge number of data from Gawker Media's servers that included names, passwords and addresses. More than a million of their registered users – encrypted information - were hacked, of which almost 190,000 were decoded. The amazing part of this, remembering that one would assume that readers of Gizmodo, Lifehacker and other similar sites are web savvy, is the number of plane, dumbass passwords so many were using.

More than 3,000 were using "123456"; 2,000+ used "password"; and other popular ones were "lifelock", "111111", "letmein", "qwerty", "abc123" to cite only a few. I may have fallen off the turnip truck but it sure as hell wasn't last night. While doing a little research I found an interesting online article that you might also enjoy; <http://lifelocker.com/5505400/how-id-hack-your-weak->

***Every swing that Pedroia takes looks like he's going to fling himself and the bat all the way to the pitcher's mound, but it works for him.***

passwords.

Is this a great time to be a Boston pro-sports' fan? Don't answer, that was rhetorical. We can certainly go back to 2004 when the Sox broke the curse at the same time the Pats won their second Super Bowl. Then there was 2007 when the Sox did it again, the Pats were 18 and 0 until the self-imploded playing the Giants in the Super Bowl and the Celtics finally recaptured the NBA crown after a 22 year absence. Yea, yea, I know the Celtics actually beat the Lakers in 2008 but it was 07-08 season.

While not wanting to put a curse on any team with my optimism it has been a fun 2007 fall/winter and 2008 is shaping up with a great anticipation. Our Celts are leading the conference with the second best record in the league (the Spurs are 1 game up) and an 11 game win streak going for them. And that's with Shaq, Jermaine & DeLonte injured and Rondo hobbling around a bit. Ya gotta give it to Doc, a great coach. In fact, look at what Bill B has done with a heavily rookie defense and loads of injuries; the best record in the NFL and Las Vegas odd's favorite to take the Super Bowl again.

I've been a huge Wes Welker fan from the day he got here from the Dolphins and this year he's been joined by Branch & Woodhead. I single these guys out due to their mutual height impairments. I get a kick watching the 5'7" to 5'9" dynamos next to 6'6" behemoths and the respect they garner. While I'm not a small guy myself I respect the hell out of those who may not be up to a sports stereotypical player. Every swing that Pedroia takes looks like he's going to fling himself and the bat all the way to the pitcher's mound, but it works for him. And Rondo at 6'1" out-rebounding guys 6" taller is impressive as hell.

We can't forget the great job Tito accomplished in 2010 with the Sox when half a dozen starters were out for much of the season and the bull open stunk. Must be something in that clam chowdah or in Tito's case the tea, that just invites this kind of coach and manager able to juggle

players and line-ups as well as they do. Sure, we were disappointed that the Sox didn't go further in 2010 but all things considered they showed up a lot better than they had a right to. Now, if Theo can add some good arms to the bull pen for 2011, with the addition of Gonzales and Crawford if the

rest of the crew can stay healthy and Saltalamacchia gets enough help from Varitek – yea, a lot of ifs – it promises to be an interesting baseball season.

And speaking of baseball, Bob Feller died a few days ago at the age of 92 due to leukemia. As Bob Ryan said in today's Globe about the cause of death "I would have sworn it would at least have to be a nuclear weapon landing at his feet". Feller was signed by the Indians in 1936 at the age of 17 and went straight to the majors – no minor league – and with 4 ½ years in the Navy during WW II retired in 1956 at the age of 37.

I have to give you a few stats to appreciate the mamby-pamby nature of the game and pitchers today verses the days of real baseball. In Josh Beckett's 10 years in the majors, his averages extrapolated to a 162 game season show, 34 starts; 210 innings pitched; 1 complete game. Roger Clemens over 24 seasons was has marginally better stats.

In 1946, his first full year back from the war, Bob Feller had 42 starts, 371 innings pitched and 38

*continued on page 32*

# Torqued Up

Amy Ambrose



My final track day of 2010 was on a brisk Sunday in November and ended with a bang, some fancy dance moves and a crash. Oh no, dear reader, not my car. While I was still shaking when I left the premises, my car remained fully intact. It all began with a phone call. From the local police that is. They called to let us know the group on track that day would be delayed since they had pulled over 100 of them driving at speeds of over 100 mph. They issued about 30 tickets and then unleashed them in our direction. That was their first bit of unsportsmanlike bad behavior. Because they were so blatant, I don't feel comfortable divulging the name of their group. I can, however, give you their initials... they call themselves Exotics Rally.

Always feeling most comfortable when I possess the largest amount of information possible I decided to do a little reconnaissance prior to joining them on track. I surreptitiously eavesdropped on a few conversations while trying to blend into

***Then he did the unthinkable. I truly cannot make this up. He flashed me the high beams. Yes he really did that.***

the paddock. My successful ability to be stealthy could possibly have been occurring within the confines of my own mind. I completely forgot my heavy gold chains at home, plus I tend to enunciate in a clear Midwestern accent. But I gave it a go anyway. What I heard ranged from a boastful corvette owner saying he wanted to get black-flagged on the parade lap so the easiest way to achieve that would be to pass everyone. Yeah man, high-five me! Another one said, "Classroom! I don't need no stinkin' classroom; you just get in the car and put your foot to the floor...right?" I was unaware that my Cayman buddies were on their own fact-finding mission. My friend Griff later told me he heard one of the Cobra kit-car dudes regaling everyone with how he learned to drive over 160mph as a contractor in Afghanistan while firing a gun in each hand, so this track would be a cakewalk. Begs the question of which hand was on the wheel. Minor detail. Could be why Griff called it a day and hit the safe highway after lunch. Safe because they were all here now! Me? Well, I still had a few 'unrun' laps in my system that needed releasing so I went against my better judgment and decided to get out there. I

thought, well, if I am the first car on track then no one is in front of me so I can guarantee one pure unadulterated lap... right?

I was first car out in staging and scrambled as much distance as my driving ability could muster, but it ended before a full lap as I came up on the tail end of the pack. They were deep and thick ahead of me and no one seemed to know what a passing signal was. Figured I would pit and jump back into a hole but first I got the shocker of a black Porsche closing in scary fast on my rear end. Hey if I can't pass, where on earth does he think he is going? Answer: he wasn't thinking. Then he did the unthinkable. I truly cannot make this up. He flashed me the high beams. Yes he really did that. I don't believe that was what they were told in classroom. If you all were wondering, yes it did cross my mind to respond with a particular finger in my rearview mirror, but I recalled my back windows are heavily tinted and then there was always the possibility he could have misread that

for a passing signal. I took the highroad and pitted to be clear of this particular wanker (I can say that right?). Found a gap and jumped back in only to quickly find myself as another caboose. Choo choo! This one was a three-car train —

two Ferraris and a Lambo. My ego was boosted, as I clearly was the faster car, possessing half their horsepower. Tabling my glee for the moment, I patiently waited for a nice straight so I could blast by all three on the left hand side. The first car gave me a pass on the right. Oh dear, I know the rules... I was forced to pass on the right. The next one gave it to me on the left and, horror of horrors, the third and final one gave it to me on the right! So I effectively slalomed down the front straight in between cars at 100 mph, ticket-worthy speeds. Talk about death grip on the wheel. I decided another pit stop was in order. Once in the pit lane, my control guys were all smiles. Having a front row seat to my front straight passing fancy footwork, they congratulated me on my nice dance moves.

Not knowing when to quit, and with all my tires were sufficiently warmed, I went out again. This time I was behind the same Ferrari by one turn. I rounded that final turn and my eyes were drawn to him stuck in the tire wall off to the left. When a car crashes in front of you there is a disconnect where your mind has to catch up to

*continued on page 34*



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## 2011 Calendar At A Glance

### January

9 Board Meeting  
15 Tour at KTR Motorsports

### February

9 Board Meeting  
20 2011 Driver Education  
Ground School  
26 AutoBahn Performance  
Tech session  
26-27 Zone 1 Tech Tactics,  
Easton, PA

### March

9 Board Meeting

### April

2 Brian Redman Visit  
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  
26-29 Zone 1 Club Race  
@ Watkins Glen  
28-29 NER Autox School@  
Fort Devens

### June

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

### July

7-9 NER DE @ Calabogie  
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  
26-28 NER DE @ Watkins Glen  
26-28 Zone 1 Autox @ Fort  
Devens

*continued on page 32*

## KTR European Motorsports Tour Saturday January 15th, 10:00 AM

By January, for most NER members, driving our Porsches will have become a distant memory with the cars tucked safely away in garages waiting for spring and another season of driving. One way to keep the car spirit alive is to visit a place like KTR European Motorsports in Ayer, right near Devens' Moore Airfield, the sight of NER's autocross events. We have scheduled a tour of the facility on Saturday January 15th.

Plan to arrive by 10:00 AM on. The session will last about 2 hours and we'll provide coffee and doughnuts to warm you up.

KTR European Motorsports was established over 25 years ago and specializes in the service, repair, performance upgrade and restoration of vintage European sports and race cars. KTR has been in business over 25 years and our staff has in excess of 75 years of combined experience. Located in a 32,000 sq foot purpose built building, KTR is one of the largest of its kind in the United States. Service areas, a full machine shop, chassis dyno, paint booth, metal shop, and car storage are all under one roof. KTR also offers its clients transportation and track support utilizing a semi tractor trailer and multiple smaller trailers and tow vehicles.

We will have a chance to see the showroom, the restoration shops, and have a brief look at their dyno, which is still available to check your car's power output – contact KTR European Motorsports to inquire about this service. Most folks traveling along Rte 2A to Shirley have no idea of the collection of exotic cars tucked under the roof of this building, which is set back enough from the road to be relatively anonymous. A visit to KTR is always worthwhile. Their knowledge, hospitality, and, of course, mind-blowing selection of extraordinary cars will keep your motoring enthusiasm level up until it's time to put your Porsche back on the road.

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 email or mail using the mail-in form below:

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

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

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

Please Pre-register for this event; mail send form to:

Chris Ryan, 28 Myrick Lane, Harvard, MA 01451; or email to : ryan28@charter.net

**Directions:** KTR European Motorsports 99 Fitchburg Rd. (Route 2A) Ayer, Massachusetts 01432  
Telephone: 978-772-7800

**From I-95/128:** Take Route 2 West. After you drive under I-495, travel another 3.6 miles on Rte. 2W. Take Route 111 North (towards Ayer) for 2 miles. At the rotary, take Route 2A West towards Ayer. Continue on Rte. 2A into Ayer center, and stay on Rte 2A as it turns right in downtown Ayer. After this right turn, drive 0.5 miles and take the left fork, remaining on Rte 2A. KTR is another 0.5 miles further on the left at the railroad crossing.

**From I-495:** From I-495: Take Route 2 West. Travel 3.6 miles on Rte. 2W. Follow directions from I-95.

# 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:



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**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**

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**Zone One Event Info and Registration Forms**

Tech Tactics  
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48 Hour of Watkins Glen  
Zone 1 Autocross

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](mailto:aross.pca@porschenet.com)  
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 No, I'd rather not receive THE NOR'EASTER for 2011.

Mail to: Dick Anderson, 10 Cutler Road, Andover, MA 01810 - 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.



**ONLY \$15**

# 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: A Primer On Your Porsche's Operation

## Saturday, February 26@ 10:00AM at Autobahn Performance

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

AUTOBAHN PERFORMANCE, INC.

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 (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 the North: 1. Take I-95 South, 2. Merge onto NEWBURYPORT TURNPIKE/US-1 S/NEWBURY ST via exit number 46 toward BOSTON. Drive 0.6 miles. 3. Pull into the parking lot behind the Futon store and before the GULF gas station. 4. Autobahn Performance

is located down the hill in the back and to the left at 134R (rear) NEWBURY ST, PEABODY MA.

From Boston & Points South: 1. Take I-95/128 N toward BURLINGTON/PORTSMOUTH NH. 2. Take the Route1 exit- exit number 44B- toward DANVERS/BOSTON. Drive 0.5 miles. Keep LEFT at the fork in the ramp and go 0.1 miles and follow the sign to Route 1 NORTH. 3. Merge onto NEWBURYPORT TURNPIKE/US-1 N. Drive 1.8 miles. 4. Take the LOWELL ST. exit (on the right) toward PEABODY. Turn left at the light at the end of the ramp onto Lowell St. 5. Drive 0.1 mile and turn left at the traffic light, following the sign to Route 1 South. 6. Follow the ramp onto the Route 1 South (also known as NEWBURY ST.) and drive 0.7 miles. 7. Pull into the parking lot behind the Futon store and before the GULF gas station. 8. Autobahn Performance is located down the hill in the back and to the left at 134R (rear) NEWBURY ST, PEABODY MA.

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## Save the date! A Visit with Brian Redman

### Saturday April 2nd - More Details to Come

Racing legend Brian Redman will visit with the North East region members on April 2, 2011. Detailed information will follow. Watch for the February issue of the NOR'EASTER, and the website: [www.porschenet.com](http://www.porschenet.com).

#### Winner of the following Championships:

1974, 1975, 1976 U.S. Formula 5000 Champion.  
Carl Haas/Jim Hall Lola T330/332  
1981 IMSA Camel GT Champion, Lola T600 GTP  
1970 South African Springbok Champion.

#### Member World Manufacturers Championship Winning teams:

1968 John Wyer Gulf Ford  
1969 Dr.Ing h.c.F.Porsche AG  
1970 Chevron (2 Liter Championship)

Contributing editor to Road & Track and Vintage Motorsports magazine.

Member of the Motorsports Hall of Fame

Life member of the British Racing Drivers Club (BRDC)

Member and past president of the Road Racing Driver's Club (RRDC)

## Drivers Education 2011

### *Drivers' Education*

#### **TRACK HELMETS - UPDATE**

**P**CA (as well as most other sanctioning bodies i.e. SCCA, PCA Club Racing) requires that the helmets worn during Drivers' Ed and other track events be no more than ten (10) years old. The Snell Memorial Foundation (SA or M) certification of helmets occurs every 5 years.

Therefore, helmets with an SA-2000 sticker or older will not be accepted at NER DE events after January 1, 2011. Helmets must be certified SA-2005, M-2005, SA-2010 or M-2010. No exceptions will be granted.

SA certification includes fire retardant lining (M does not) and clearly a "closed-face" helmet provides more protection than an "open face" helmet. The Snell Memorial Foundation at <http://www.smf.org/> is an excellent reference site. We have always, and continue to strongly recommend SA closed face helmets for obvious safety reasons.

The Track Committee continues to assess requiring SA, closed face helmets. If you already have a 2005 or 2010 M and/or open-faced helmet, you're OK for 2011. If your helmet is a 2000 model you must replace it with a 2005 or 2010. Be smart, be safe, protect your ECU (brain) and buy an SA closed-faced helmet; your wellbeing is worth the investment.

### *Drivers' Education*

#### **AFTERMARKET HARNESSSES – REMINDER**

**A**ll five- and six- point harnesses must be used with "racing seats" equipped by the manufacturer with belt routing holes for the shoulder, lap and submarine straps. Harness must be replaced after ten (10) years. It is the recommendation of the track committee that harness users follow the replacement interval of the harnesses manufacturer if it is less than ten years.

Complete details are at <http://www.porschenet.com/JCMS/content/view/53/47/>

### *Drivers' Education*

#### **OEM SEAT BELTS – REMINDER**

**S**tandard Original Equipment three point belts used with any type seat, including "racing" or "sport seats", are acceptable. Two-point lap-only belts are not acceptable with any seat. Webbing must not be frayed, show signs of impact (i.e. caught in a door) or signs of being stretched or of significant discoloration. '65-'68 900 series cars require relocation of the lap belt mounting points rearward. Complete details are at <http://www.porschenet.com/JCMS/content/view/53/47/>

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## 2011 NER Drivers Education Schedule

Feb 20	Sunday	NER	Ground School
April 8-10	Fri-Sun	NCR	NHMS
May 5	Thursday	NER	NHMS DE & Novice Day
June 4-5	Sat-Sun	NER	NHMS
July 7-9	Thur-Sat	NER	Calabogie
July 11-13	Mon-Wed	NER	LCMT
Aug 26-28	Fri-Sun	NER	Watkins Glen
Sept 15	Thursday	NCR	NHMS
Sept 16	Friday	NER	NHMS
Oct 10-11	Mon-Tue	NCR	NMHS



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**



# The NER Annual Gala

Copy by Chris Ryan and Photos by Davis Weber, unless noted

By popular demand, The International in Bolton was once again the site of this year's NER Annual Gala. 115 members and their guests gathered for a festive evening of drinks and dinner with Porsche friends. The fireplace in the bar was going strong and the staff kept guests supplied with tasty hors d'oeuvres as they enjoyed the social hour before dinner. This year, Larry Camerlin, Keith D'Entremont and their wives were present representing NER's sponsored organization, Angel Flight Northeast. We were also honored with the presence of Botho von Bose, our PCA Zone 1 Representative.

A video display describing Angelflight and some of the many people they have helped was set up in the main hall for guests to learn more about the organization. Also new this year was a silent auction at this year's Gala, with proceeds to be donated to Angel Flight. Donated items with their bid sheets were on display on tables lining the room, so members could bid on a variety of items during the evening. Door prizes from the Goody Store were also awarded throughout the evening. After the crowd had taken their seats for dinner,

Chris Ryan took the podium to start the evening's ceremonies. First and foremost was an important thank you to NER's sponsors, including an introduction of Jerry Pellegrino from EPE and Mike Noonan from Mike's Autobody who received a well deserved round of applause in appreciation for all they do for the club. NER also wishes to thank Rick Heatherington of Autobahn Performance, Steve Uliss of Firefly's, Kenny Conway of Conway Motorworks, Joe Marko of HMS, Auto Engineering, and Herb Chambers Porsche.

Before kicking off the awards ceremonies, Chris drew a ticket for a special door prize (an Auto Detailing Package donated by Mike Noonan of Mike's Auto Body), and the lucky winner was Fran O'Day.

Bob Cohen then took the podium calling up Bruce Hauben, Joyce Brinton, and Larry Camerlin to introduce Angel Flight and say a few words about that organization and its relationship with NER. Next up was Steve Ross, who began by thanking retiring Board Members Chris Ryan (Admin VP), Dick Anderson (Membership), and Amy Ambrose (VP Activities) followed by



The Newly installed Board (Top Row) Chris Mongeon, Steve Ross, Amy Ambrose, Bruce Hauben, (Bottom row) Adrienne Ross, Fedele Cacia, Joyce Brinton, and Bill Seymour



*Table settings (Photo by Adrienne Ross).*



*Bob Cornell Award is presented to Mark Keefe.*

the introduction of the new Board Members Fedele Cacia (VP Admin), Bill Seymour (VP Activities), and Amy Ambrose (Membership). Steve also gave special recognition to past President John Bergen, who resigned earlier this year due to relocation of his work to CT.

Following a group photo, everyone returned to their tables as dinner was served. Members then enjoyed their Grilled NY Sirloin, Chicken Florentine, or Baked Stuffed Haddock while Vic Paul's Trio entertained us from the bandstand. As we finished up our meals, awards presentations were started. First up was Cuan Coulter to announce the 2010 Autocross Awards. Cuan thanked Bill Seymour and Jon Cowen who have stepped up to take care of all the behind-the-scenes work that is necessary to run our Autocross events. This year's awards (some nice looking helmet bags) were then handed out to the AX Class Winners



*Dave Batal wins Most Improved Driver Award.*



*Autocross Winners!*



*Bruce presents Penn Young with Instructor of the Year.*

*Gala, continued from previous*

Fran O'Day, Sigrid Schnoerr, Tom Tate, Steve Ross, Bill Seymour, Glen Champagne, and Jake Moreau. Class winners David Case, George Rouhart, Steven James, Oliver Lucier, Steve "Scruffy" LeFevre, Ron Mann, and Jon Cowen were also acknowledged in absentia.

Next up was Bruce Hauben, who once again stepped up as Track Chair. Bruce began by thanking the members of this year's Track Committee, Joyce Brinton, Peter Tracy, Steve Artick, Matthew Wallace, Stan Corbett, Mark Keefe, Chris Outzen, Dick Anderson, Moe Auger, and Ray Bahr. These folks worked hard to put together another terrific DE season in 2010, and the crowd showed their appreciation with a round of applause. Bruce then called up Penn Young to award him Best DE Instructor of the Year, and David Batal for the Most Improved Driver award.

As we continued with dessert, Steve was up at the podium once again to announce this year's special awards. This year's Bob Cornell Award went to Mark Keefe, and the 914 Fresh Air Award went to Mike and Barbara Noonan. Jeff Johnson was the recipient, in absentia, of the Seymour Lisker award, for his continued efforts (and progress) toward an Autocross Class Championship.

Adrienne Ross, the Nor'Easter Editor finished up the ceremonies by awarding her best Newsletter Submission award to Richard Paris, for his fascinating story about his love for driving his Porsche, in spite of being handicapped. Accepting for his father, who was unable to attend, was Richard's son Carter Elkin-Paris, who gave a nice speech conveying his father's thanks to the group.

The business portion of the evening concluded, the bidding was closed on the silent auction (see separate article in this



*The party looks fun! (Photo by Adrienne Ross).*



*Chris and Stephanie Mungeon with Ann Anderson.*



*Carter Elkin-Paris accepts his Father's award.*



*Dot and John Bergan.*



*Felele and Ivana Cacia, Dick and Ann Anderson.*



*Frank and Nancy Lazgin, having fun.*



*Guy Crosby with Barbara and Dr. Alan Gardner.*



*Lee and Cuan Coulter, Bill Setmour, and Rosemary Driscoll.*

issue covering the auction) and members had a chance to resume their conversations with friends, while auction coordinators Karen Cohen, Adrienne Ross, and Joyce Brinton made their way through the crowd to notify the winning bidders. Vic Paul's band kept the music going while folks took to the dance floor and enjoyed the rest of the evening. NER wishes to thank the staff of the International for providing a great setting, great food, and an enjoyable evening for the 2011 NER Annual Gala. We'd also like to thank the Annual Banquet Committee:

- Karen Cohen - Chair
- Adrienne Ross
- Joyce Brinton
- Susana Weber
- Michelle Wang
- Amy Ambrose
- Kyriel Ross



*They look happy. (Photo by Adrienne Ross).*

# Silent Auction Benefits Angel Flight North East

Copy by Joyce Brinton and Photos by Adrienne Ross, unless noted

The members of NER really stepped up to the plate at the Silent Auction held at NER's Annual Dinner on December 4th at The International. The Silent Auction raised a whopping \$5,140 to benefit NER's charity, Angel Flight North East. In case you don't know, Angel Flight NE is an organization of volunteer private pilots who transport individuals and families to medical facilities at no cost to the passengers. The pilots actually donate their time, airplanes, fuel, and landing fees so that people in need can obtain medical care not available to them near their homes.

We had 39 items donated for the Auction from a wide variety of donors. NER wants to acknowledge the following organizations for their donations:

- Stowe Mountain Resort and Spa
- The Mountain View Grand Resort
- Autobahn Performance
- The International Golf Club
- Gentle Dental
- Blue Cross/Blue Shield
- Tuck + Tuck Architects
- European Performance Engineering
- Klean by Cindy
- Driven Perfection
- Auto Engineering
- Zone I of PCA
- TomHill Studio
- Miacomet Golf Club
- German Motors
- Angel Flight NE & their pilots

NER also wants to thank the following individuals for making donations of items to be auctioned:

- Karen & Robert Cohen
- Michelle Wang
- Dave & Susana Weber
- Mike Kerouac
- Author Lee Child
- Author Garth Stein

Of course the Auction would not have been a success without the spirited participation of those attending the Annual Dinner. Many thanks to all of you who bid, even if you didn't win the item on which you bid.



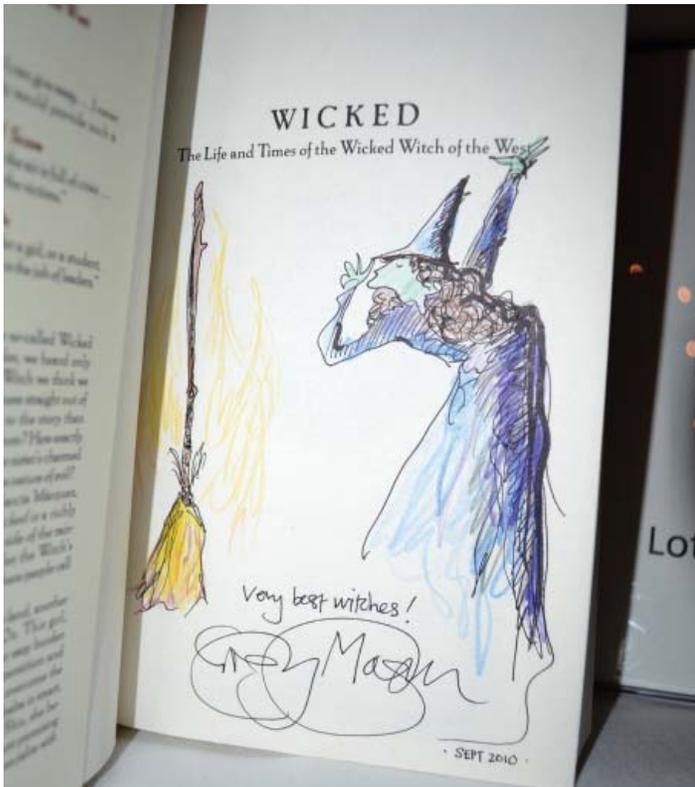
Shopping the auction. (Photo by Dave Weber)



The decorations were part of the fun!



A historic piece of art by our own Susana Weber.



A beautiful drawing and autograph by Gregory Maguire.



The Auction.



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# Sitting Down with Will Turner

Copy by Adrienne Ross, Photos courtesy Turner Motorsport, unless noted.

**S**port is about endurance and determination in the face of adversity. Hemingway said "There are only three sports, mountain climbing, bull fighting and car racing, the rest are just games."

Being editor around here comes with some pretty cool perks! One of them is that I get to go interview people. I've been meaning to exercise this right all year, but it just hasn't come together. Who would be the first? Why would they matter to subscribers? What would I ask?

About a month ago I had this colossal epiphany about who I should interview first. I'd heard all sorts of nice things about him, visited his shop, and rooted for him in the Rolex (Grand-AM) Series, as his teammates drove M3s mercilessly around some of my favorite tracks.

Now, I am a Porsche girl through and through, I promise you that. But I can be generous with my marque enthusiasm. (Come on! He *LIVES* in Massachusetts, how can you not root for the home town kid?!).

So I screwed up my courage, put my official looking editor type hat on, and wrote a little email...

*"Dear Will (Turner – Driver/owner of Turner Motorsport), I would like to interview you."*

OK, there was more...but that was basically the gist, and he got back to me, in a very timely fashion.

*"Dear Adrienne, OK."*

And off I went to Amesbury, MA...to visit at Turner Motorsport (TMS).

I arrived mid day, in late November. I'd been there a few times, and had met some of the crew. Will's Mom, Linda, runs the front office and greets guests. She's always had a smile, and a kind word whenever I've popped in, and today was no exception.

When Will came down from his office, he gave me a tour of the Race Shop. (You can virtually tour the shop on his website [www.turnermotorsport.com](http://www.turnermotorsport.com)). They're working on 4 cars at the moment; two M3s for the Continental Tire Series, and 2 M3s for the Rolex. They'll only drive one of the Rolex M3s, the other is a back-up car in case it's needed, but both have brand new completely carbon fiber bodies that are feather light, and feel really cool.

After the tour, we found a space to sit down and just talk. So here we go; my first article about a professional race car driver.

Will's racing career began over 20 years ago. He was doing time trials by the time he was in college, in 1990 and 91. He started his career on motorcycles, obsessed with speed, and being on the track. On day, he noticed the BMW car club driving school at a track, and he was immediately hooked. Working through groups, he eventually became an instructor, and after



Turner Motorsport.

more than 200 driving schools, it was gently suggested to him that perhaps he should start to race, so he joined the SCCA, and applied for a racing license.

His first professional race was with EMRA 1993 and in the same year he started TMS out of his basement, as well as selling brake pads and installing them at the track out of his trunk. He would sell and install them, right there at the track. "Track pads were not the norm then, no one had racing pads, but they did have R-compound tires." When you combined racing tires and racing brake pads you could brake better, and faster. That meant faster all around the track, and his customers learned to love that. He'd hand write receipts, and help install the pads right there at the track, and that's how he got started. "It all kind of fell together."

TMS won their first race in 1999, in Speed World Challenge (SWC), in the West Michigan Grand Prix. It was Will's 2nd street course ever. He questioned the viability of such a thing, thinking "How can you race when there's no run off?" But it worked well for him because he'd rarely used the run off at the track, and so didn't require it on the street.

Will ran SWC until 2004, all the time building the shop... "the business had to succeed to support the racing. The racing was a passion, but I couldn't do it without the business part." As the world of car clubs became bigger, the business of high performance shops grew with it, as well as the desire of members to add aftermarket parts of their own cars. Will moved TMS from Connecticut to Newburyport in 1995. He didn't know which direction the business would take, whether it would trend more towards the racing side, or the repair/parts side. He didn't choose one over the other, the business and the racing just developed side by side, together. In 2010 TMS has 36 employees, a service department, R&D (with more than 300 parts designed by Turner), storage facilities, parts, performance parts, and a professional racing team.

Will started out racing one car by himself until he and a friend built and shared another car to split transport and crew costs. A third car was the obvious next step, and they built one more... because it cost the same to transport 3 cars instead of just the two, so why not..right? The third car they ran for profit, leasing it to other drivers, and with that car, they started a racing team.

One weekend at Lime Rock at a SWC event, they had brought the extra car for some (now forgotten) reason. Someone suggested they let Bill Auberlen run the car telling Will, "If you put Bill in, he'll win the race." But Will had no idea who that was, and doubted Bill really understood the grade of competition. But he was willing to at least meet Bill, and so they were introduced. After a few moments of getting to know one another Bill said "Sure, I'll run your car, what will you pay me?"

Will laughed as he remembered. "But that wasn't how it worked for us. People paid us to run our car." and he said so to Bill. They agreed to split the prize money if Bill won.

Bill drove the car for 2 test laps, and the engine blew up.



Will on the podium.



Number 97 gets ready for the 2011 season (Photo by Adrienne Ross).



96 on the lift. (Photo by Adrienne Ross).

Continued from previous

Just hours before the race, Will decided they would replace the engine. With 5 minutes to grid, Will was under the car, tightening the exhaust, but he still needed his own prep work done, and he didn't even have his suit on, it was chaos. "And it started raining at the same time." He added grinning.

Somehow they made it, they drove the cars out of the transport, but the grid had closed, they were moments too late. All three cars would have to grid at the very back of the pack.

Will's advantage of course, was that it's his home track, and he'd had tons of experience in the rain there. But he cut the story short, and finished up excitedly with, "Bill won the race. He'd passed 56 cars in one short race, and taken first place." Will finished 5th, and the third Turner car crashed, and still finished in the top 10 a very good showing.

Bill drove a few more times, and won more races, and so TMS reconfigured, and they hired Bill as a professional driver. "Blending a team is tough. Everyone has a role. Drivers and equipment have to work together." In 2005 with his team in place, and established, TMS joined the Grand-Am series.

Daytona is the first race of the Grand-Am series, but it's not just any race, it's the Daytona 24, the Super Bowl of road racing. A 24 hour road race, that kicks off the season, with 44 cars, and over 200 drivers that all converge for the ultimate test for teams, a measure of mechanics, and a demon for drivers. But it is the crown jewel of the racing season. I wondered what the Daytona 24 meant to Will, and to TMS.

"Over the years Turner has won multiple championships, but you don't start winning. You start out just so excited to start. You want to start the race. Then you want to finish. Then you want to finish in the top ten, and then you want to win, and once you've won a race, you just want to win again. You don't care about starting, you don't care about finishing, you just want to win again. Or...at least I do.

Once you win enough times, then it's all about winning a championship. That's what motivates everything you do. This is one of those jobs where you don't do it for the money. The

work is all about the reward of championships...but after you've done that, it's about bigger wins, and bigger championships.

Daytona is one of the toughest races in the world to do, because of the speeds, the toll on the equipment, conditions are ever changing and the competition is fierce. Having something out there that we haven't won, that would be a great accomplishment, that is what motivates us."

So, 2009 was their first time in the Daytona 24. They were the rookies, but not the rookies in knowing how to make a BMW go fast, or knowing how to win a race. They finished 8th.

What made them finish 8th wasn't big ugly things, it was small things that could have been prevented, little glitches in the car. It was bittersweet, says Will. They finished 8th, but they finished 8th.

As Will drove out of the Daytona paddock, he wanted to do it all over the next day. Because he thought if they started again, right then, TMS could have won. So for 300+ days, he's been saying – "we can win this thing guys - we can do this."

But Daytona is not a 24 hour race. It's more like 40 hours by the time you've packed up to go home...or at least to leave the paddock. The day starts at 6am, on the track. But the race doesn't actually start until 3:30, and THEN the 24 hour clock starts. And depending on your finish, you could be there until 8-9pm the next day. Plus! TMS ran the Continental Tire races on the Saturday afternoon before hand. That is one really long weekend. "The whole team was up the whole time. The weird time is the dawn. But as soon as you hear your car coming down pit lane, the adrenaline kicks in, and you're wide awake again. It's the worst, and best feeling at the same time." Being in the lead is also the best and the worst, you have everything to lose from the front, and staying in front is a hard thing to do.

I asked what his favorite tracks have been, and why. He told me he likes things about different tracks. Challenging tracks are his favorite with corners that test how much you're willing to risk. The Glen, Mid-Ohio, and Mosport are known for their challenges. "Lime Rock Park is so short, you have to do it all perfectly to get a better time than the next guy. The addiction doesn't change. There's always new tracks, and new cars to run."

I asked, "Have you ever been really hurt in a wreck on the track?"

He told me that he'd wrecked at Daytona a few years ago, and raced the next day after, but the next day checked into the hospital with broken ribs. He noted that drivers are often hurt much less than the crews because of the safety equipment in the car. The drivers more often than not walk away from a crash and that safety equipment gets better and better every year.

If you've never seen Will Turner, you might not know that he's really quite tall. I'm not sure exactly, but I would guess just over 6'5". I wondered if that was ever a problem as a driver. He answered, "Well BMWs are bigger, and when you take out all the street things, you have a lot of room." He likes that most of



*The Continental Annual Awards.*

Continued from previous

his co-drivers are also tall.

For the 2011 season, just two weeks before Turner Motorsport opens its Grand-Am season in Daytona the team will run at the 24 Hours of Dubai.

Bill Auberlen, Matt Plumb, Boris Said, and Paul Dalla Lana will pilot a Z4 GT3 prepped by Schubert Motorsport of Germany in the 24-hour race for GT and touring cars to be run on January 14-15. Will Turner and Don Salama will also contest the race in a Marcos Racing 120d that they will share with two other drivers.

About 90 cars are expected to participate in the race, to be run on the 5.39 km circuit at the Dubai Autodrome.

After Dubai, the team will travel to Florida where Auberlen, Plumb, Said and Dalla Lana will drive the new Turner Motorsport GT class M3 in the Rolex 24 at Daytona. On the day before the Rolex 24, two Turner M3s will contest the Continental Tire Sports Car Challenge season opener with Joey Hand/Michael Marsal and Bill Auberlen/Paul Dalla Lana doing the driving.

"Turner Motorsport has won championships in both sprint racing formats and endurance racing formats but we have not won a 24 hour race. In fact we have very little experience with a 24 hour races. What better way to gain experience that we can use to help us prepare for Daytona 24 in 2011 than competing in the Dubai 24 hour race a few weeks before? We are hoping the experience will sharpen both the drivers and the team. I am sure we will learn a few things that will help us at Daytona."

And the hardest part of being a professional race car driver? "Staying at the top of your game. Keeping the skills sharp, and being the best at what you're doing. There's a lot of competition out there."



The Z4 GT comes out of Schubert Motorsport.



The Z4 looking very very good!



The new M3 gets a test fit of its Carbon fiber body (Photo by Adrienne Ross).



The second M3 awaits its skin (Photo by Adrienne Ross).

unsafe driving.

Bruce suggested and after discussion it was agreed that job descriptions will be prepared for Board positions so that in the future new Board members will have a better idea of their responsibilities before they join the Board. Efforts will also be made to compile Board policies and procedures into a manual that could include a timeline of important deadlines. It is planned to discuss drafts at the February Board meeting.

Nor'Easter assignments for the January and February issues will be emailed to the Board by Adrienne. As usual, material for inclusion in the newsletter should be submitted to Adrienne by the 15th of the preceding month.

The next Board Meeting will be hosted by Chris Mongeon on Sunday, January 9th at 10:00 am. The location will be at the Cohen's home in Bolton.

There being no further business the meeting adjourned at 9:20 pm.

**Around the Cones-** continued from page 5

One of the most prevalent excuses for not wearing seat belts is that most cars now have air bags and they will save the driver. Guess they don't know that air bags are supplementary restraints, not primary. Go figure.



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much as I would like.

Well, not much more to write about, other than I want to wish you all a Happy and Healthy New Year. All the best for 2011 and I hope to see you soon.

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

**Upshifting-** continued from page 11

complete games; and racked up a 26-15 record with a 2.18 ERA. Those were the days when it was a 156 game season.

Then we have the Bruins. Some say Claude Julien has done about all he's capable of and the Bruins need a different coach to really take them to the next level. Maybe yes, I don't know. But they are a more interesting team to watch and the aging Tim Thomas, the back-up goalie for the US during the last Olympics, has been literally standing on his head to keep Boston alive and in second place behind Montreal.

GO Celts, Pats, Bruins, Sawx.....

**Calendar** 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 @ NHMS  
16 NER DE @ NHMS  
17 NER Autox @ Fort Devens
- October**  
10-11 NCR @ NHMS  
12 Board Meeting  
15 NER Autox @ Fort Devens
- November**  
9 Board Meeting
- December**  
3 Annual Dinner  
7 Board Meeting

*On the Edge- continued from page 4*

this issue for me to talk archive things, so...will you forgive me if I use some of my own space? It's kinda too cool to not share.

Below is a custom job 914, and when the column continues, I've included a letter from the Editor. It's from Nann Weissenberger in the Silver Anniversary February 1984 NOR'EASTER. I loved it, and related to it so much, that I thought I would let Nann speak for me this month.

*continued on page 38*

**Below** is a Porsche, yes, I swear! That is a Porsche! You can see the letters on the back. This beauty was featured on the cover of March 1973. John Silva of Autobody Associates of Somerville was engaged by Lynn Porsche-Audi to customize the car. It started life as a Silva Spa 914. I can really see the 914 in there somewhere.

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OEM DIAGNOSTIC EQUIPMENT

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local hardware store and bought a box of assorted faucet gaskets. They're very cheap, and besides, it would save me the time I would spend looking for the last box I bought. I figured that I'd just shut off the water, pull off the knob, and install the necessary rubber gasket. After 25 years they were bound to be hard as a rock, so no wonder it leaked. Everything went as planned until I discovered that the part I needed was not in the box of assorted gaskets. Something about the fact that Truman was president when the faucet was made. I went back to the hardware store got as close as I could to the proper O ring, since they were only 50 cents, and decided to gamble that it would work. It actually came pretty close since it cut the leak down by half when I turned the water back on but of course that was not the fix I was looking for. I thought I could seat the O-ring a little better so I proceeded to remove the handle one last time but in my haste forgot to turn off the hot water under the sink. When I loosened the collar the water pressure launched the insides, gasket, and handle like a moon shot, trailed by a rising tower of hot water. The reaction was to quickly put one hand over "Old Faithful" and reach under the sink with the other hand to turn off the water. That would be the right reaction if it was the cold water supply that was the problem. It was not. With my hand burning and water dripping off the ceiling I decided that it was time to do this job right.

I went down to the garage and found the new faucet still in its plastic package where I left it a couple of years ago. It was dusty but still new. Those hard plastic packages that you can see through could keep a mummy preserved. Why do they make them so hard to open? I had to practically to get a hacksaw out to cut it open. Of course, the hard lines from the wall didn't line up to the bottom of the faucet so it was back to the hardware store to buy two flex lines for the hook up. Good thing they have free coffee. That made it worthwhile, but if I divide the money spent by the number of cups of coffee I had, I could've gone to Starbucks. The leak wouldn't have gotten fixed but the coffee would've been better.

The new unit dropped right in and worked great from the start. I think it took longer to mop up the bathroom (including the ceiling and two walls) than the time it took to install the faucet. I could disconnect and connect things pretty fast given all the practice that I had that afternoon.

I was pleased that these long listed jobs were finally done but looking back I think I could have done an engine rebuild on a Porsche in the time that it took me. With a lot fewer trips to the hardware store for bad coffee. Maybe I should just stay in the garage and call someone else for the "Harry Homeowner" chores.

KTF

what your eyes are seeing. I was mesmerized staring towards the left at the car stuffed into the tire wall, all the while missing what was happening on my right. His buddy had pulled over and was running across the track. Now I am sure that was covered in classroom. Track Safety 101 to be exact. I saw him in time to swerve and avoid him, probably saving his life, which he completely forgot to thank me for. While I was pulled over sitting under a flag station it did occur to me that my car was totally unscathed and if I got off the track when it went yellow then there was 100% chance of remaining unscathed. I pulled in and the track owner ran over to me and politely suggested I should leave the track to these guys. Great minds think alike! And anyway, where had he been? I had been looking for him to voice my, um, let's just say healthy opinions. Oh he had been busy, very busy, escorting them one by one off the premises. It turns out that they had allowed, begrudgingly, this Exotics Rally group to run their charity event on the promise that the group was only allowing drivers with significant solo track experience on track. Instead, the president and his staff found themselves black-flagging half of the drivers and ultimately shutting down the track for safety concerns.

I have now proudly run on four different tracks. Something has happened to me on each track. In the process of leaving some rubber behind and taking fun memories back with me, we (me and each track) have formed a sort of relationship. Each in its own way feels like a home to me — to the extent that when I am in sight of said track I think I should be flinging open the kitchen door and yelling, "Honey I am home; what's for dinner?" Well these hellions were now in my home. They proceeded into the mudroom without removing their boots and stomped all over, tracking muddy footprints. Not only that but they went to my liquor cabinet and drank all my Louis XIII. The nerve! But there is a moral. I did arrive home shiny side up and next time I will use more wisdom and heed the countless red flags that are waved in my face. I do still wonder why Exotics Rally has ignored my friend request on Facebook.

	
<b>Steve Centorino</b> Porsche Enabler	<b>PORSCHE</b>
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at much better autocrosses. More runs, nice people. I've been active in NER autocrosser since then, was co-chair of autocross in the mid-'90s and, after a hiatus, back to autocross co-chair now.

But I never had a proper car for DE. I had the Caterham on the track a few times (fun while I was out there, scared me thinking about it afterwards), and I did about one event every other year in my BMW 540 (actually not bad on the track but used up a set of brake pads in two days). Alas, the 540 caught fire and burned (no kidding). As I searched for a replacement I drove a Cayman and was highly entertained. It was a down year for Cayman/Boxster prices in the winter of 2008-2009 and I was able to buy a 2007 base Cayman at a very affordable price. This has been a great DE car for my daughter Nora and me for the past two seasons. It also allowed me, finally, to compete in the NER

autocross series with a proper Porsche. (Footnote: after years of politely declining to participate in anything automotive, my wife Rosemary did her first autocross at the end of this season and loved it. The driver's seat is starting to get a little crowded.)

So now you know. I'll end by commenting on my choice for a column title. Looking for ideas, I'Googled'"car songs" and got to three finalists: On the Road Again (Canned Heat please, not Willie's version) and Crosstown Traffic were the two losers. While the selected title is not the Beatles' best (too McCartney), I fear that it is most descriptive of my narration. See what you have to look forward to?



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# New Members

## New Members November:

Ray Braz  
Chatham MA  
1975 914

Karl Ng  
Hope Valley RI  
2011 Boxster

Jerrod Capasso  
Auburndale MA  
2001 911

Guy Rodomista  
Wayland MA  
2004 996C4S

Adam Cramer  
Quincy MA  
2009 Boxster S

Ken Starkey  
Sudbury MA  
2005 911 Turbo S

Carl Gravina  
Leverett MA  
1997 911 turbo

### Transfers in

Gary Hamilton  
Ipswich MA  
1982 911

Fleming, Danielle  
16 Meriam St  
Lexington, MA  
Transfer from: Potomac (POT)  
1995 911

Kathleen Mccusker  
Riverside RI  
2007 Boxter S

Odlum, Kevin M.  
504 S Main St  
Attleboro, MA

Thomas Mitchell  
Boston MA  
2007 Carrera

Transfer from: Connecticut Valley (CTV)  
2006 Carrera Silver

Tom Mullen  
Maynard MA  
2002 911

# Editor's Mailbox

Look I got a letter!!!

Good morning Adrienne,

In June, 2005, I ordered the next generation GT3 from Inskip Porsche. The following summer, I received notice that the car would be delivered in the fall. It arrived in Baltimore at the end of October, 2006.

Porsche sent 53, of the new 997-GT3, to the United States for delivery to 53 dealerships. All cars were to be delivered on the same day, which was the day before Thanksgiving. The east coast cars stayed in the ports until the west coast cars arrived. Porsche did not want the east coast guys showing off.

Kirk Stingle of Inskip set up the tracking of the car. We knew the trailer number, drivers name and cell phone number. We also knew where he was going to stop and what time he would be at Inskip. He delivered 3 other GT3's along the way.

The car arrived on schedule. Captain Kirk set up a Friday noon delivery. When I got there there was 4 of the 5 owners of 996-GT3's checking the car out.

The car is now 4 years old and still looks just like it did in the photo. Speed Yellow is sure a head turner. It's been in quite a few Nor'easter's, mostly with the number "949" plastered on it. Have a happy holiday and I will see you in the Spring.

Dave Grant

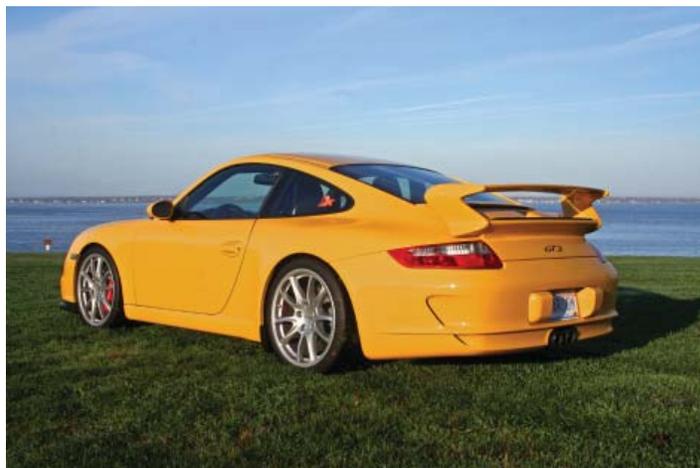
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January 1969 Front Cover of 51/2 x 81/2 newsletter.

# Marketplace

## For Sale

**1996 Porsche C4S**, Midnight Blue Metallic with Grey Leather Sport Seats, 6 speed, Wide Body with Turbo Twist wheels and Big Red Brakes. Just turned 60K, Clear CAR FAX and AutoCheck Vehicle History. It has been Professionally Maintained by Eurotech, always garaged and never driven in winter. New tires, Michelin Pilot Sports, new front rotors, Brake Pads and extra set of wheels. Other extra items if interested. Photos available, \$46,500. Contact Moe Auger, 993moe@gmail.com or 401-651-3838 Before 8PM.

**1979 930 Turbo**. Triple black with 82K miles. I am the 4th owner and purchased it from a gentleman who owned it for 17 years prior. It is in very excellent shape and is a true daily driver. Total engine rebuild 1500 miles ago by a local Vermont Porsche guru, which includes new turbo, B & B SS exhaust with heat exchangers and muffler, new brakes all around, new Bilstein shocks, new refurbished transmission, new clutch, new tires, new battery, re-stitched and re-dyed steering wheel, interior is excellent, everything works great. Asking 35K or best reasonable winter offer. Have all receipts and records for the past 20 years. Please email me at mike@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 gtrem79@hotmail.com

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

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

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

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

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

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

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

**1978 911 1SC** - Silver with black interior; 3.2 liter engine plus other performance features; \$13,500; John Ratichek: ratichek@gmail.com, 781-275-4335

**H&R springs, Moton shocks. Stock wheels** w. new street tires and 2 sets BBS track wheels w. Hoosiers. Many other upgrades, call for more details. \$62K Mike 781.929.1112

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On the Edge- continued from page 33

A special thanks to Ted Shaw for sending along a GREAT pile of NOR'EASTERS! Thanks Ted!!! And to Nann for patiently taking my phone call when I called out of the blue to ask if I could reprint her letter.

# The Editor Gets Mushy

The next section of the newsletter is being dedicated to the past 25 years of (newsletter) evolution. We have managed to trace the "growing up" of our publication from a few pages, mimeographed and stapled at one corner, to the full-blown booklet that is has become today, ranging from 12 (ala the broken typewriter and ruler days) to the 20-plus page issue we bring to you for this, our 25th anniversary. For those of you who have been around for the full "stretch" sit back and, as you leaf through the next several pages of covers, think about what you were doing during that year, what you were driving, and how you felt about life in general at that point in time. I know I can manage to do this when I hear an oldie-but-goodie on the radio and it is kinda' fun!

I joined the club in April of 1981, and, to show you how becoming a member of PCA-NER changed my life, I was too shy to even stand up at the first meeting I attended to admit to being a new member and tell everyone who I was! For those of you who have known me since then, the rest is history, in a "public" sort of way. I have a feeling there are more single female Porsche owners out there than we are seeing at the meetings and events, and I want to address myself for just a moment to you gals: If you think you enjoy your Porsche now, join the club and find out just how much fun you can have as a result of owning/driving that little beauty!! And, believe me, once you get behind the wheel in a competitive event, all things quickly become equal!!

The PCA-NER organization, and the people who are a part of it, have become "family" to me, and I feel that the very least I can do is donate some of my personal time to helping the club to function and survive as a strong organization.

So-o-o-o, without going on (rambler that I am told I am) as the newest edition to the long list of (hard-working) Editors for the NOR'EASTER, I invite you to savor the experiences and memories the next several pages will jog from your memory banks, and HAPPY SILVER ANNIVERSARY NOR'EASTERS!!

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