

The Ramble Report

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THE NOR'EASTER

JUNE 2011 JUNE 2011

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COVER



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On the Edge

Adrienne Ross



How much driving do you think you can fit into one summer? Well, I'm a betting girl (my poker trophies say so at least) and I think I can get 25 to 30 days on a track, and spend the time I'm not on a track, at a track, in the pits of Grand-Am.

The purpose of all this? Would you believe one homily on how I spent my summer vacation? Hmmmm I wouldn't believe that either, except that it's true. No, really, I work for an organization that has granted me a sabbatical, for spiritual purposes, to go out and chase a dream. So consider yourself warned... I'm here to document so I can take the stage in September, and report.

I've had 3 days on track and one Grand-Am race so far, and I've learned a lot. Lesson 1: "Learn to let go."

That lesson came when I couldn't do exactly what I wanted to do exactly when. I wasn't exactly upset; I was more like put-out. But I took a deep breath, realized it wasn't going to easily happen, and I let it go. This goes against almost every fiber of my being (ask anyone who knows

This goes against almost every fiber of my being. But on council from someone who knows better than me, I let it go.

me – or has met me really). But on council from someone who knows better than me, I let it go.

And 2 days later, without even one more pretty please... I got what I wanted. Well, almost everything I wanted; enough at least to make the lesson stick.

A week later, Amy and I headed to VIR for the Grand-Am race. She's related a lot in her column, so I won't repeat the whole story again, but we had a tremendous time. It poured with rain, my feet hurt like crazy, we met some errrr interesting wildlife, and made some new (and re-met some old) friends. We pit hopped, and trailer toured, I touched McDreamy again, and he touched ME this time! Cars flew (literally), rooster tails sprayed, and we stood on the pit wall and cheered like crazy when our boys came in second!! It was wet (but not cold), and muddy, and exhausting, and holy COW do I love it!

I had dinner with some women who I don't know terribly well, and me and my seating companion found a common interest in the sound of race cars on the front straight. We talked for a

very, very long time about racing noises, and how they make us feel. It's so funny how this sport strikes people, and how deeply.

Here we are, on the precipice of my Sabbatical week two. The itinerary? Tomorrow I drive out to Watkins Glen for 4 days on track, then 3 days volunteering for the Clash at the Glen, the PCA Club Race event; that Sunday night I'm headed to LRP for the Grand-Am event there on Memorial Day, and then home...glorious home, for 2 days. Then...I'm back out to the Glen for 2 days with Grand-Am, and then home on Friday because Saturday and Sunday I'm driving at NHMS!

That is a crazy two weeks, and I'm a little nervous truth be told. I tire more easily these days, and it took me 3 days to recover from just VIR, and *I wasn't driving!!* Oh well, we'll just see how it goes. I'm very much looking forward to seeing my cup driving friends, and hanging out with them at the Clash. I'm looking forward to the whole thing! Let's just hope your little editor survives!

In This Issue...

The Ramble is bustin out all over! It's another triumph for our Ramble-master and mistress Bruce Hauben, and Joyce Brinton. Congratulations guys, well done!

Another fantastic event was NER's Novice Day at NHMS. If you participated, and would like to tell your story...let me know, I'd be happy to get it in. For this issue though, Will Lund from the DownEast Region has done a superb job telling his story.

AutoCross is our third feature. Bill tells one side, and the stats tell everyone else's.

Finally... Come travel with us!! This summer we're driving some world class tracks, at world class destinations!! Blues fests, wine country, and some of the most beautiful scenery on the continent, with the best company!

Around The Cones

Steve Ross



Now that spring has finally sprung, NER has responded by offering a myriad of options for our membership. Our first outside speaker in two years, Brian Redman kept the full house at the Larz Anderson Museum of Transportation tantalized as he related his long career in motorsports, which included stints in 908s and the first 917s. Unfortunately a predicted late winter snowstorm caused cancellation of our annual autocross driver's school the following day. This year's newcomers meeting had a good showing and many of the participants went on to participate in our first DE and autocross events in May.

Then the Ramble (a full report can be found in this issue of the NOR'EASTER), with a turnout of 138 cars, and for the third straight year under great weather conditions, with only a smattering of rain drops. Far better than the two previous visits to the Equinox where it poured and even snowed one year. Kudos to Bruce and Joyce for yet another fantastic event.

Early May brought our first DE event at NHMS

Cupholders have been the bane of German car-makers since they became popular on American-made cars.

with 45 novices and beginners. Through the generosity of many of our instructors who volunteered to take two students, they were all accommodated. Again another great weather day in addition to a smoothly run event that all enjoyed.

Yesterday (yes this column is being written a day late) the "pylon punters" gathered, 56 strong, at Devens on an ominous but dry morning as the course and timing equipment was set up.

The first group got three dry runs and some of the second group had similar luck, but then the heavens opened up and soaked everyone and everything, so a lunch break was called and after the rain showed no signs of abating the event was called as workers would have been subjected to hours of pouring rain and the chalk marks for pylon locations had washed away. We all adjourned to a new pub in downtown Ayer for trophy presentation and "bench racing." Firefly's was the sponsor for the event and graciously distributed discount coupons to all participants.

The second event of the series was held on the 29th, sponsored by Auto Engineering of Lexing-

ton.

Looking forward to June, on the 2nd, our first-ever cruise night will be held at Patriot Placed along with an estimated 1500-2000 other auto enthusiasts and our friends from the 356 club.

The weekend of the 4th and 5th will be our first weekend event at NHMS in many years, followed on the 19th by the annual German Car Cay (Father's day) at the Larz Anderson Museum of Transportation in Brookline.

On to the semi-technical side now. Those of you who own Boxsters prior to '05, and 996s, may notice there is a small pocket/indentation in the sill area on the right door. Well it is a perfect fit for a small umbrella, a handy location and completely out of the way of your feet when entering or exiting.

Cupholders have been the bane of German car-makers since they became popular on American-made cars. Most of these manufacturers felt that equipping US export models with cupholders was an annoyance, as the home market vehicles

did not have them (something about not being to drink anything while driving in Germany). Some of the early attempts at holder were pretty "mickey mouse," the first model Boxster was a great example of this with a plastic piece fitting into the side air vents and the cup was supposed to be

fitted to it and not spill. Truth be told, not only were they knocked out of the vent by knees, but they also spilled their contents at the most inopportune time too. Later models holder popped out the center dash area right above the radio and climate control, not only obscuring the two components but also potentially dumping coffee, soda or any other liquids on these devices and sometimes damaging the electronics. Other German carmakers soon placed them in the center console area, very handy but perilously close to the electronics of the navigation controls and again prone to spillage. The only exceptions seem to be the SUVs which, having sufficient space inside, could accommodate loads of these cupholders all over the place. Also the second generation Boxsters ('05 and up) and the Cayman now have the cupholders above the glove box but a long reach from the driver.

Finally have you been getting incredibly cheap offers for subscriptions to some of your car magazines, you know like \$.50 an issue, lately? It

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Four Speeds & Drum Brakes

Tom Tate



After a couple of sunny swap meets the last few years in Hershey, PA it was easy to imagine that this year would be the same. How could we forget that old saying that we've come to know over the years? "If it's raining we must be at the Hershey Porsche Swap Meet." It's easy to forget what happens when it rains and you're outside for the day.

As in years past, George Nelson and I planned to leave at midnight for a banzai run down through the Big Apple to have breakfast at our favorite TA Truck Stop diner on Interstate 81 in Chocolate Town USA.

The big van has been replaced with a new Ford Transit and we were looking forward to better mileage and a smoother ride. It looks a little like a WWII field ambulance with a few windows or something you'd see delivering baguettes to bakeries in Paris. There is a raised roof that reminds me of the old Ford handicapped van that Ed Sanborn used to use as a tow vehicle. Practical but not exactly a styling breakthrough. The new

How could we forget that old saying that we've come to know over the years? "If it's raining we must be at the Hershey Porsche Swap Meet."

ride has a four-cylinder, twin-cam engine hooked up to the front wheels, leaving a low flat cargo floor not seen since the VW Microbus. Space was somewhat limited but that was actually a good thing because while we could carry all the stuff we wanted to sell. It also meant that we couldn't bring a lot home. That just reminded us that our objective was to unload old parts, not to collect more.

The two-speaker radio was a bit of a setback but the uninterrupted music from Pandora radio coming through George's iPhone was at the cutting edge of technology. We had our pick of everything from Polka to Rap but settled on Bluegrass. The phone even had a description on the screen of the piece that was playing and a turn of the page gave the bio of the artist. Tales of Dust Bowl starts and early deaths convinced me to stop reading and just listen to the music.

We did put some thought into the weather forecast but only to the extent that I tossed in a pair of large umbrellas, as did George. That meant we had four golf umbrellas on board. Maybe we figured that we could each hold one at once

if it started to rain? I don't know what we were thinking. Those things certainly don't stand up by themselves. I added an emergency raincoat that I bought for big money in a rainstorm at Lime Rock many years ago. Actually it was a white plastic bag with checkered flags printed on it. I always thought that \$10 for a plastic bag was a little much, so I carried it in the back of one of the cars in the hope that I could cut my cost per use in half with just one more rainstorm.

At my wife's suggestion I did put a pair of boots at the door and decided to leave my worn boat shoes with the holes in them at home. Good call. Like race tracks in early spring I knew that it was always easy to take off clothing that wasn't needed rather than wish for a coat or sweater that didn't make the trip. Rain gear didn't make the cut because with a only a 50% chance of rain (only 50%?) I was feeling lucky. Besides I had two umbrellas.

The fold up tent that we used in years past got rolled in a ball a while back at the Mid-Ohio track when one of those ten-minute Midwestern storms blew through the pits. Since we hadn't needed it for the last two years it didn't seem like we would have a pressing need this year. Besides the chance of rain was only 50% and we could always just open the doors of the van and sell stuff from there, right?

The roads were dry all the way south until we got to Harrisburg, PA and then it was just misting. By the time we pulled in for breakfast just outside of Hershey it was raining pretty steady. The weather report was still calling for "chance of showers" and it looked like our chances were pretty strong considering the water that was running across the roads. Waiting in line, trying to keep the windows clear, we watched others less prepared than we were run to the registration tent. At least we had umbrellas.

It's easy to forget how a rainstorm can ruin your day unless it's happened recently. I guess it's true that the unpleasant memories leave first. I had forgotten that when it's raining you can't put cardboard boxes filled with parts on the ground. The bottom of the box quickly absorbs the running water and suddenly the box doesn't have a bottom. You can't unload parts and hold an umbrella at the same time. When clothes get wet it will be at least a full day before they dry out. In

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Flat Sixer

John Bergen



Did you ever have one of those days where you get the feeling that you should have stayed in bed? Mostly for me this is every Monday morning. I have switched my wake-up time from 4:15-ish to 4:50-ish. That extra 40 minutes or so has made a huge difference. Now when I drive from Walpole to Westport, I am by and large awake the entire time. No more struggling to stay awake in those wee hours. Although I have to say that I am looking forward to the day when I don't have to make that three-hour drive.

Since my last column, I received a really nice e-mail message from Phil Curtis. Phil hasn't been as involved in the club as much as he used to be, but he still finds time to read the good old NOR'EASTER, which is what prompted him to reach out to me. Phil has driven Laguna Seca and he has also attended some Skip Barber courses. He highly recommends both and wanted to make sure he let me know of his experiences. I greatly appreciate that he took the time to e-mail me, which just shows once again what a great group

My final thoughts on the Ramble are that it was great; the hotel, the roads, the people, etc., made it all worthwhile.

of people we have in our club. Thanks Phil!

Now all I have to do is find some extra time so that I can get out to CA. My vacation time is dwindling fast and furiously. Between the cruise in July and the odd day off here and there, my vacation days are disappearing. At least I have two DE events booked.

One of those odd days off was the Friday before this year's Ramble. I decided to take the whole day off so that I could have a nice leisurely Friday morning at home; then I had envisioned being able to leave for Manchester, NH as soon as the kids were out of school. But alas, that was not meant to happen. This year Sean was not going to be joining us. He was staying home so that he could go on a Boy Scout camping trip.

This meant that we had to drop him off at the Scoutmaster's house prior to leaving for the Ramble. Unfortunately, the Scoutmaster was not going to be home until 5:00 pm. Doh! By the time five o'clock rolled around we were scrambling a bit to make sure everything was packed and that Sean was ready to go. In the end, we didn't leave Walpole until after 6:00, which meant that we would be arriving at the Equinox sometime after

9:00.

My son Dylan has written an article about the Ramble so I won't go into too much detail. Let's just say that this was the last year for more than two of us in the Green Machine. With Dylan now being 5 foot 6 inches, he no longer fits nicely into the back seat. This meant that Dot had to ride in back which did not go over well. I kind of foresaw this and suggest that we take the BMW instead of the Green Machine, but Dot said, "What fun would that be?" I guess she didn't factor in the bit about riding in the back seat for three-plus hours.

Needless to say she was not in a very good mood when we finally arrived at the Equinox. Dylan and I gave her some space and went to the tavern for an excellent hamburger. It was a fun bonding time since they let us sit at the bar. The staff was super friendly and made us feel at home, which, I have to say, is a common theme among all of the hotels we stay at during these Rambles. Anyway, Dylan and I made quick work of the hamburger and then headed back to the room.

We had to get to bed early since the front desk had told us that the Ramble check in time was at 6:30am the next day. 6:30!!

You have got to be kidding me! So much for sleeping in. The next day when we got

down to the registration area and found Bruce, he informed us that the front desk got it wrong, check in was at 7:30. Double doh!

Oh well, now that we were up we had to stay up. Dylan and I went to work helping Bruce with the registration set up and Dot went in search of coffee. As the morning progressed and things got busier, I heard someone calling my name. That someone was Brook Smith; he and I had been exchanging e-mails for a bit. Brook was another person who had reached out to me after reading my column. It was great to be able to put a face to a name.

My final thoughts on the Ramble are that it was great; the hotel, the roads, the people, etc., made it all worthwhile. If you have never been on one you should try and attend. These aren't races, or timed rallies; they are more about getting together with a great group of people and enjoying each other's company.

Moving on, I spent most of my other weekends this past month running errands and getting things in order for New Hampshire Motor Speedway. As I have mentioned before, I needed a new

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Minutes Of The Board

Amy Ambrose (filling in for Joyce Brinton)– May 11th, 2011 NER Board Meeting



The board meeting was held May 11th at Amy Ambrose's home. Attending were Amy Ambrose, Steve Ross, Adrienne Ross (no relation), Fedele Cacia, Bill Seymour, Bob Cohen and his lovely wife Karen. The meeting was called to order at 7:35 pm. Steve began with asking if there were any objections to the final approval of board member job descriptions. There were no objections, so it passed.

Bill Seymour, Activities VP, reported on the novice day in NH. The event was well attended; rain held off. Thirteen of the attendees had been at the ground school the previous month, so that was a stellar conversion rate. The next event is June 4th/5th, also in NH, which already has a waiting list for novices. The Ramble was a great event, oversubscribed at record time with 138. Roads were incredible, with farm roads for miles with no stoplights — scenery was gorgeous and there were no serious incidents to report. The upcoming Fall Tour will be planned by Charlie Dow and may be in Connecticut. Autocross on May 15th; next one will be two weeks later. We have replaced the expired helmets among the loaners that are available to anyone who comes without one. Also looking to run the AX more smoothly since they are reorganizing permanent worker assignments as well as next year having the registration on-line only (speeds things up in the morning). Also those who do not attend due to rain will be credited for future events. Concours is all set for fall. Zone concours was scheduled for Mother's Day; trying to move that date to one later in the month. AX trophies may be given out at end of season event instead of annual holiday party. The regular after-AX hangout, O'Hanlon's, has closed, so 31 Main, which is next door, will be the new post-AX hotspot.

Fedele Cacia, Admin VP, reported that the IRA Porsche newcomer's meeting was well attended, with 35–40 new members. Next Wednesday night is cooking school at Firefly's, with 19 people registered. June 2nd at Patriot Place will be the Cruise Night at 7:00 pm (come as early as 4:00). The 356 club will be there and you can just show up; our Porsche parking lot is in front of Bass. In August we have an Essex River Cruise planned; more details to follow. September 11th will be Porsches and Polo at Myopia Hunt Club — always a fun event. October 15th at the Lars Anderson museum will be an auction after the museum holds a swap meet outside. In the following month,

November 12th will also be at Lars Anderson — a photo contest; details to follow. December 3rd will be our annual dinner at the Oakley Country Club, which was negotiated handily by Karen Cohen — well done!

Chris Mongeon, treasurer, e-mailed the report to board members, as he was unable to attend meeting. The report was accepted.

Membership report: 1378 primary, 961 affiliates, and 2339 total. 29 new members with 6 transfers out (all out of state).

Replacement of new track chair was discussed. 9:10 meeting adjourned.

Happy PCA Anniversary

Thirty Years

Nikolay Efremow

Twenty Five Years

Danielle Calder

Martha Farmer

Fifteen Years

Diane Artick

Raymond Bahr

Ralph Ciaramello

Michelle Curreri

Jane Dean

Shelley Padgett

Ten Years

Virginia Young (May)

Jane Bishop

Lee Levitt

Donna Mckittrick

Jeffry O'Connor

Five Years

Rob Anctil

Robert Anctil

Daniel Bruso

Adam Friedman

Steve Goldman

Dennis Mcgurk

Kevin Moore

Lani Owen

Paul Pflugfelder

Bob Pritchard

Bill Shields

Claire Smith

Ahead of the Curve

Fedele Cacia



I was hoping to tell you all about my 993 TT this month, I had the engine re-built and wanted to have it ready for the Ramble, but I'm afraid it'll have to wait until next month!

It seemed for a while there that someone or something didn't want me to go to the Ramble this year, a bazaar sequence of events almost kept me from attending, but in the end I prevailed!

First there was the mix-up with the registration, I thought for sure that I had signed up early and when I called to confirm my hotel reservation they told me that I had not yet booked a room. Then Bruce called me and told me that I had not registered. At this point the Ramble was fully booked and there was no room at the inn!!!

So I put my name on the list and I got lucky, first there was a cancellation on the Ramble, and then a room came available at the hotel, awesome. Now, all I needed was a seat in the dining room, no such luck. Although I couldn't get into the main room, I did manage to get into the adjacent dining room for dinner with a few dozen other

Yes, I was one of the none Porsches that was on the ramble, for reasons beyond our control I was dissatisfied.

people that probably had a story all of their own! However, the company was excellent and I was happy to be there!

Then there was the car...

Yes, I was one of the none Porsches that was on the ramble, for reasons beyond our control we were unable to get the 993 back on the road in time, I was disappointed, but no biggie, I'll take the SL500 instead, no Porsche, but nice car and it could be worse right? So the week of the Ramble the SL decides to break down. I take it into Mercedes of Natick where it takes them two days to locate and fix a crankshaft sensor.

It's now Wednesday and I get the call, "we fixed the problem, but we found a leak in the active suspension system."

How long will that take to fix, I ask, three or four days, they say. Not good, I need it for the weekend. Can I take it and bring it back next week? Nope, suspension could collapse, Argh!

Mercedes were nice enough to loan me a car, a base model C class, so that's what I ended up taking. Oh well, I still had a good time and after

I got through disguising the Mercedes, I don't think anyone noticed that it wasn't a Porsche!!! "see photos below"



Foot note...

I think that C class Mercedes Benz attract the police, lol, on the way there I got stopped for speeding in NH twice within 3 miles of each other. Is this a record???

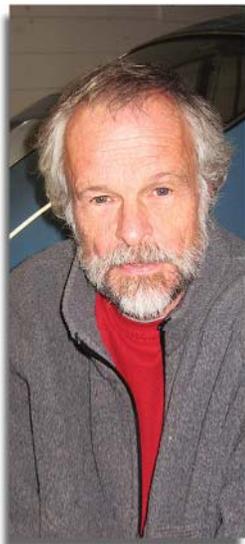
PS. It was on the way there Bruce, I stayed within the speed limit for the duration of the Ramble, honest!

PPS. I received warnings for both stops!!!



The Long and Winding Road

Bill Seymour



Just back from my first DE event of the year – the Novice Day at New Hampshire – and it provides me with plenty of easy column fodder. The day, as do most of the NER DE days, went like clockwork and rain, fortunately, never interfered. There will be a write-up of the event elsewhere in this issue so I'll restrict myself to my own doings, other than thanking the Track Committee for their great work – it's not easy and was particularly challenging for this event with so many new drivers.

One of the new drivers was my wife. After 16 years of allowing me to do PCA things (and occasionally watching), Rosemary did her first autocross at the end of last year. She hadn't planned to do it but was at the event as a good soldier (my daughter and I were leaving directly from the autocross to go to a DE day and we needed someone to drive a car home) and said, "What the heck, I'll try it." To her surprise, she found it to be a hoot and quite enjoyed the day. To my surprise,

Rosemary did her first autocross at the end of last year. She hadn't planned to do it but ...said, "What the heck, I'll try it."

she asked me to ride with her (when I could have found her disinterested – and probably better – instructors), was happy with my instruction, and did quite well (beat a number of cars and was second in class! – well, OK, the class consisted of me and her). She came back for the last autocross of the year and again had a fine time.

So it didn't take a lot of arm twisting to get her to sign up for the Novice DE day. We went up the night before so she got the full NHIS experience including the Makris Steakhouse, the Red Roof Inn and the Egg Shell for breakfast. She claimed she wasn't nervous but was quite impressed going through the tunnel to the infield and seeing all the stands (different than Devens!). I assured her all the seats would be full by the time she took the track. She paid good attention, took notes at the Drivers meetings, met with her instructor (Steve Ross – plenty of experience there!) and finally took to the track. The first two sessions went fine but her speed didn't pick up as much as the others and in the last two sessions she spent so much time worrying about pointing cars by that she struggled to improve. The day ended on a fun note as Dennis Cataldo took her out in the final

Red run group as a passenger. Dennis monitored her comfort and, seeing her relaxed and enjoying it, did the last few laps at a pace that led Rosemary to say: "Great fun, it was better than a rollercoaster ride because he was controlling it."

So, while Rosemary is now a committed autocrosser (she will be lunch lady so say "Hi" when you order your sandwich) she may or may not go back to the track. She thinks that a longer track where the frequency of passes may be less would help her. She also thinks that more familiarity with the car at autocross might help. We'll see. But she gets full points for trying it and, remember, if you never do something you don't like, you aren't trying enough new things.

Bill, on the other hand, had a totally fine time at New Hampshire. For my last three events I've been in a run group that included the same three friends and we have a great time chasing each other around the track. That sentence requires a

little elaboration: the four of us didn't know each other before we met on the track and have become good friends because of it. Thank you PCA! It is also a little spooky that the four of us circle the tracks at exactly the same pace, in quite different cars. (In fact, it

was amazing how closely matched the entire run group was – no trains all day and everyone minding their manners.) Within that, however, there were places on the track where I consistently lost a length or two and, on the flip side, where I consistently gained a length or two. I'm inclined to ascribe that to car characteristics: I do relatively better in the left, right, left sequence of turns 1 and 2 (the Cayman is mid-engined and changes direction better) and lose ground in turn 12 (no banking and with no negative camber, I can't get out of understeer). The alternative explanation, of course, is the driver: maybe I need to go slower into turn 12 so I can get on the power earlier. But I have been complimented by past instructors that I do the turn 1 and 2 sequence well – which they attributed to autocross experience.

And isn't that a nice segue (as AX co-chair) to encourage you to come out to the Ft. Devens autocrosses! By the time you read this we will have the first two NER events under our belts but there are still three left (plus NCR and Zone 1 events). Hope to see you.

Comments or questions: activities@porschenet.

Torqued Up

Amy Ambrose



The change in my outlook crept in so slowly that I didn't realize what was happening until it was too late — nor did I care to notice. Change? I have become one of them; them being race spectators who would do whatever it took to physically get to a race and then think nothing of it. The needle was in too deep to locate the end of it. The tectonic (umm, I think I mean tectonic) plates of my mind have shifted so that it makes utter sense to travel 17 hours to watch a three-hour race. The frog has boiled.

The particular race to which I am referring (since there is another I am leaving for tomorrow morning) was the Bosch 250 Grand Am race at Virginia International Speedway, May 14th. My friend Adrienne and I decided to spectate at that race about a month ago; a 6:00 am flight the day of the race seemed totally logical. I fetched her at her home at the logical time of 4:45 am and our weekend was off and running. We cruised into the VIR parking lot almost simultaneously with

(The) plates of my mind have shifted so that it makes utter sense to travel 17 hours to watch a three-hour race. The frog has boiled.

the 11:00 am start to the Continental race — ah, I love it when a plan comes together. The actual plan had been formed previous to our timely arrival. Adrienne did a bang-up job at the Rolex 24 race for the CoolTV Camaro Banner Racing team with their social networking. Over the span of eight hours she ramped up over 6600 hits to their collective Facebook, Twitter and other websites with her rolling commentary of the race updates. A seed of an idea sprouted then and she wanted to pursue it with her new Race Girl Media for other teams. Prior to our arrival I had sent her all my Facebook driver friends, as well as informed them to look for us in pink in the paddock. Using social media to promote social media... well why not? And as for the pink in paddock, we could promise that but I, for one, couldn't promise pretty in pink with the incipient rain forecast. Once parked, we made fast work of meeting and greeting all of the major players as we waited for the black sky to unload its promised rain.

We met Jordy Taylor with Autohaus Engineering (who turned 20 years old last week!); he ended up winning the GT class. Met up with Bruce Ledoux who was now driving with the Freedom

team. We said hello to Enzo Potolicchio who won the Ferrari Challenge series last year (driving a Daytona Prototype in this series as well as the Challenge series again). Waved at Eric Curran who is admirably driving both races back to back! And yes, Adrienne touched Patrick Dempsey again. Then there were the CoolTV guys from the Rolex 24 — they reached the podium in second place! And in the rain, with neither windshield wiper nor hood. No hood in the Rolex either so it spawned a marketing genius possibility of, "We don't go topless; we go hoodless." Time will tell if that is their lucky charm.

The race wouldn't have been complete without some time spent laughing with the photographer of record for a number of teams — David Wilks of RSR. He drives a trailer to the races replete with a control room walled with computers. Did I mention he owns a still? His moonshine was the appropriate drink for the venue of VIR, which less than 20 years ago was a farm. Oh, I only had one sip!

The next morning came much faster than I would have liked; we knew going in it would be a quickie reconnaissance trip but the sun did come up way too fast. The day before (was it really the day before?)

I had programmed the navigation system at the airport with our current longitude/latitude of the airport when we landed. Logic dictated that I would just use that to get back to the airport. My system was set up with a female's voice since I tend to take criticism better when it is meted out softly. So my nav is a she. Well 'she' had us going back to the airport a different way; maybe she decided we hadn't had enough verdant, lush scenery. That was awfully thoughtful of her, but our time was beginning to get tight. She said we would arrive at the airport 30 minutes before the flight, but we needed to tank up the rental car, drop it off, go through security... you know the drill. We rounded the bend of this windy road that didn't quite have an airport feel to it right about the time when she said we would arrive and we both gasped, "Noooooo" when we saw she had taken us to a regional airport. This was not good! How could she have done that to us? When had I let her down? Was she getting revenge for the time I dropped her unsheathed in my overnight bag and her face got all scratched up? I didn't think electronic devices held grudges but she got

continued on page 35



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German Car Day

Sunday, June 19, 2011

First Museum Lawn Event of the Season!

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Spectator Admission:

Adults, \$10

Military, Seniors and Students, \$5

Children 6-12, \$5

Children under 6, free.

Car Registration: \$20

Please email frontdesk@larzanderson.com to register

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Larz Anderson Auto Museum . 15 Newton Street . Brookline, MA 02445 . 617-522-6547

2011 Calendar At-A-Glance

June

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

July

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

August

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

September

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

October

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

November

- 9 Board Meeting

December

- 3 Annual Dinner
- 7 Board Meeting

Cruise Night at Patriot Place, Foxboro, MA

June 2nd 4:30PM

NER/PCA will be gathering for an old fashion cruise night where you can park your porsche with others in reserved spaces and check out the pcar's plus the numerous other makes which include hot rods, customs and plenty of old,classic and antique vehicles. most nights they draw from 1500 to 2000 cars.

The cost is free, plan to bring along something to eat, although there are usually food concessions at the site.

This website is for the mass. cruisers who coordinate the event, important information as to entering and exiting the site plus other activities at bass pro shop nearby. <http://clubs.hemmings.com/clubsites/masscruisers/>

No preregistration is needed any question contact fedele at fedelecacia@verizon.net

Essex River Cruise August 21st @ 1:00 PM

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

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

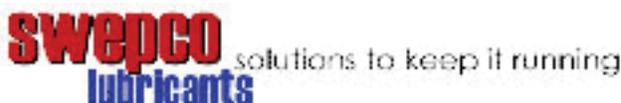
For further information check out this link. http://www.essexcruises.com/erc_p/tours.html

NAME(S) _____

EMAIL ADDRESS (please print) _____

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

Deadline is August 14th.



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Visit the Porscheplatz (Porsche Owner's Corral) & PCA Membership Station!

July 23-24, 2011

American LeMans at Mosport

Join us for this exclusive PCA member opportunity! Display your Porsche in the Porscheplatz corral, watch Porsches in action and take part in the following special events:

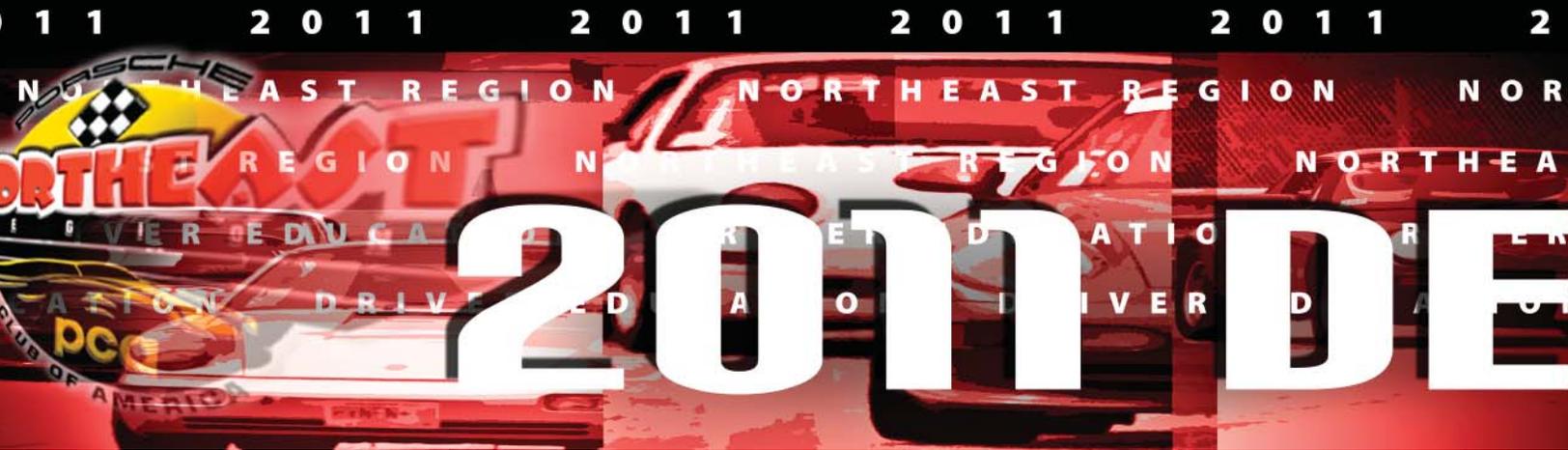
- Scheduled appearances by Porsche teams
- Supervised Parade Laps of the track
- "Long Distance Award" (sponsored by Michelin)
- IMSA guided "Hot Pit Tour" drawing
- Sponsor presentations
- Raffle drawings

For the latest schedule information please visit the IMSA website at www.imsaracing.net.



For information, contact: Jennifer Webb, jenniferbischoff@hotmail.com, (514) 235-0157

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards. Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of IMSA and ALMS.



What is Driver Education?

Copy by Bruce Hauben

There are two ways to answer the question.

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

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

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

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

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

2010 Driver Education Schedule – Overview.

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

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

*Subject to change

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

Contact Information:

Northeast Region (NER)

www.porschenet.com

Registrar

Mark Keefe - 508-529-6127

Track Chair

Bruce Hauben - 978-952-8517

Event Registration

www.clubregistration.net

North Country Region (NER)

(NCR) www.ncr-pca.org

Registrar

John Lussier - 802-728-4457

de-registrar@ncr-pca.org

Track Chair

Mark Watson

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

de@ncr-pca.org

Event Registration

www.motorsportreg.com

NHMS - www.nhms.com

NCR - www.ncr-pca.org

WGI - www.theglen.com

NCR - www.ncr-pca.org

LMCT - www.lecircuit.com

LRP - www.limerock.com

CMP - www.calabogiemotorsports.com

What's new for 2011?

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

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

Allegheny Region

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

For those new to DE:

2011 will feature our annual Novice Day with a few new wrinkles. The event will be held at NHMS (a short, one-hour drive north of Boston) on May 5th and will be hosted by NER. The Novice Program will include special classroom sessions with NER's Chief of Novice Development (and possibly with pro-driver and coach Dennis Macchio) covering basic driving, driving techniques, terms, fundamentals and objectives. In addition, the Novice Program will include a number of on-track driving sessions with experienced NER/NCR instructors. *Note: While details are still being worked out, the plan is for the Novice Program on May 5th to be focused on true Novices. Since registration numbers are obviously unknown, first time DE participants will be admitted first, followed by Green run group drivers with*

*three or fewer track days experience, and a wait list will be established for more experienced Green and Yellow run group drivers who will be admitted if there are more instructors than required for the Novice group. **Solo DE Event: Drivers in the Blue, White and Black run groups may register for the May 5th event and participate in a normal DE day.***

No more paper... save the planet!

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

Watch the NER Web Site

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

Registration Process

How to register:

The coordination of the two regions' schedules means two different websites for registration, one for NER events and another for NCR events. On the event calendar you will notice the host region is identified. Although both regions cooperate with each other, it is the host region that handles registration. All rules and policies are consistent regardless of host region. ***The host region's registration web site will be the only point of registration for the events they are hosting.*** This means, for example, for the May 5th Novice Day event you must go to NER's registration website and for the NCR DE events at New Hampshire and at Lime Rock Park you must go to NCR's (the host's) registration web site to register.

Each region may also require you to establish your credentials as a driver, and give details of your car before you are able to register for an event. Both regions have similar policies and

requirements though the registration web sites may have differences in formats. In all cases setting up your profile with the registration website should be a one-time affair unless your vehicle and/or other profile items change. After you have provided your details to each region, you will be able to log in and will be automatically remembered. **Be sure to up-date your car info if you change cars AND keep your email address current!**

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

When to register:

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

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

Other important information about registration:

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

A few registration caveats:

Registration closes 2 weeks prior to an event:

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

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

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

should check first with the registrar.

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

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

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

Who can drive in a PCA Driver Education event?

NER & NCR have the same basic requirements:

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

For more information on requirements go to www.porschenet.com

What can you drive at a PCA Driver Education event?

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

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

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

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

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

What else is needed?

Both regions will require that your vehicle be given a pre-track Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-work-

thiness of your vehicle. Details of these inspections along with a downloadable NER Tech Form and a list of recognized inspectors can be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not negate the responsibility from the driver/owner of any vehicle for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

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

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

While NER does not require that your car be equipped with a fire extinguisher, NER does strongly recommend it. You should be aware, however, that most regions still do require a 2-½ lb (minimum) class BC or ABC fire extinguisher be mounted in a metal bracket and bolted to a metal surface although some regions allow a one-time exemption from this requirement for the first event a driver attends. Be sure to check the host region's requirements.

In summary:

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

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

Go to their registration site and register for events

Pay online or forward a check to the host region

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

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

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

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

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

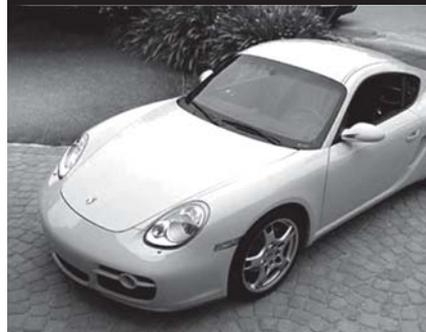
Read the articles on what to expect and what to bring that appear on our web site

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2011 NER DRIVERS EDUCATION EVENT

**CALABOGIE
MOTORSPORTS**

3 DAY DE @ CALABOGIE

with a DE Enduro

Co-Hosted with North Country Region & Rennsport Region



Thursday - Saturday, July 7 - 9, 2011

Registration Opened March 1, 2011

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

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

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

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

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

Registration for this event will be handled by NER through:

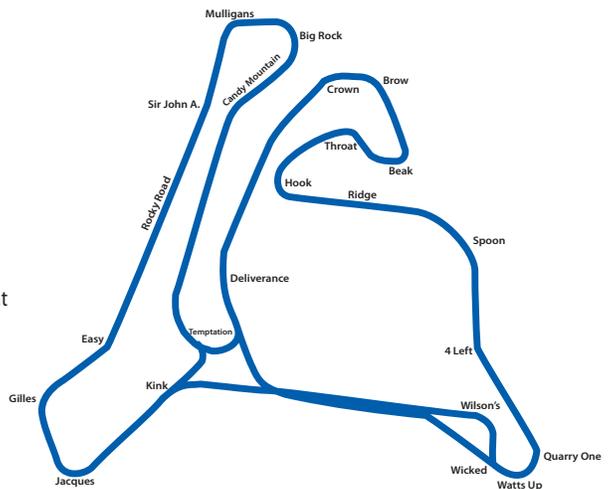
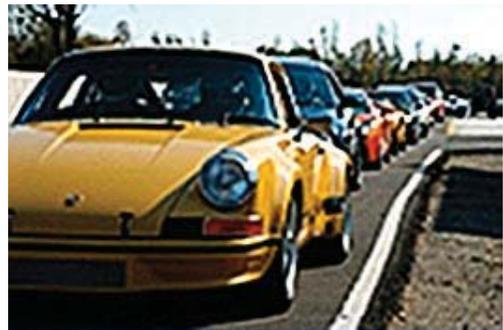
www.clubregistration.net and full DE info is available at www.porschenet.com

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

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

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

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





2011 NER DRIVERS EDUCATION EVENT



CIRCUIT MONT-TREMBLANT

3 DAY DE SUMMERFEST AND DE ENDURO MT. TREMBLANT



Monday - Wednesday, July 11 - 13, 2011

Registration Opened March 1, 2011

The Northeast Region is returning to Mt. Tremblant for what has become an annual Canadian visit to this outstanding 2.65 mi. - or if you prefer 4.26 km. - track set in the heart of the beautiful Laurentian mountains. With 15 turns anchored by famous Namerow and a great "pucker factor" up-hill, blind apex Turn 2 and major elevation changes, the cricuit (LCMT) offers everything imaginable for every driver from beginner to advanced. Many track junkies will be extending their Canadian stay with an easy 4 hr. trip to Calabogie Motorsports Park for our July 7 - 9 DE, details elsewhere.

NER will hold one of our signature 60 minute DE Enduros with a simulated race start for advanced Black and Red Group drivers. Beer and wine social Monday at the track after the event for all drivers and guests.

Of prime importance, we're back on schedule with the free Blues Festival in the village where most of us stay. Set on four different stages and continuing into the night clubs later on, the music is continuous for 14 hours a day. Details: tremblantblues.com/home.

For you first timers to LCMT, the area is a world-class resort destination, an ideal place to bring the family for their summer vacation while you play on the track. Most attractions are an easy walk from your hotel including golf, boating, swimming, hiking, biking, shopping and dining with many activities specifically aimed at kids. Check out www.tremblant.ca for details.

We've negotiated great hotel rates... details at www.porschenet.com/JCMS/content/view/343/141/.

Le Circuit Mont-Tremblant has a storied history, hosting race winners like Mario Andretti, Dan Gurney, Jackie Stewart and more recently, Didier Theys. Several years ago the track was renovated, widened and repaved, and a much safer track evolved.

Crossing the US/CA border is easy. For US and CA citizens a passport is required to if over 16 yrs. old. 16 yrs. and under, a birth certificate is acceptable.

Register at www.clubregistration.net and full DE info is available at www.porschenet.com

Students	\$595
Signed off Drivers	\$525
Instructors (before June 24)	\$285
(June 24 and later)	\$360

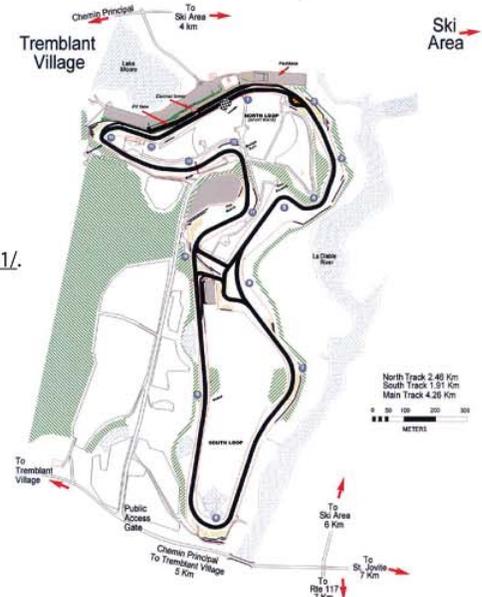
Directions to the track and further details will be included in Track Rats messages and at www.porschenet.com Please make sure your email address is current in your clubregistration.net profile.

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

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



CIRCUIT MONT-TREMBLANT



Mont Tremblant Hotel Choices July 11 – July 13, 2011

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

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

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

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

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

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



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Charity Activities at the Calabogie and Mt. Tremblant DEs

This year NER's charity events will once again benefit Angel Flight, NE -- an organization of private pilots who provide transportation to medical facilities for those in outlying areas of the Northeast US. We've planned the following activities to take place during our July Calabogie and LCMT events.

In case your family and friends missed out on the opportunity last year, or if they want a repeat performance, we will offer opportunities for a Taste of the Track at both Calabogie and LCMT during some of the non-instructor run group sessions on the first two days (and possibly on the morning of the final day). (Because of the limitations on run group size at LCMT, these opportunities will be very limited at that event.)

We hope to offer Parade Laps during the luncheon break at Calabogie... but must confirm whether minors will be permitted to ride in the vehicles. When we know whether that will be possible, a notice will be posted on the Event Information section of the Driver Education portion of the NER website.

Unfortunately, we may not be able to have Parade Laps during the LCMT event because the lunch period will most likely be shortened to allow drivers to have maximum track time. I know this is a disappointment for many of you since so many families accompany DE participants to the LCMT event. If this situation changes, we will notify registered drivers in the Track Rats message and by posting the information on the Event Information section of the Driver Education portion of the NER website.

If you don't know what Taste of the Track or Parade Laps are, here's a bit more detail. These opportunities are great for introducing your family and friends to what you are doing out there on the track -- and, who knows, they may become hooked on the sport, just like you are.

Taste of the Track: If Parade Laps aren't exciting enough for you, then maybe a Taste of the Track is what you want. Individuals 18 years of age or older can be a passenger in an instructor's car during one of the regular non-instructor run groups on the first two days of the event (and possibly on the morning of Day 3). To take advantage of this opportunity, the individual must have completed an application form, signed the NER waiver, have a wristband, be wearing an approved helmet (Snell 2005/M2005 or later), a long-sleeved shirt, long pants, and close-toed shoes. A donation of \$40 is requested and, of course, more is appreciated. Because

many of the run groups at LCMT are filled to the 30-car limit, opportunities for Taste of the Track rides will be limited at LCMT.

How to sign up: Sign-up sheets will be available at the Control Tower on the first two days of the event. The individuals participating must appear in person to complete the application form, sign the waiver and get a wristband. Have fun!

Parade Laps: When our contract with the track and our schedule permits, we offer Parade Laps during the luncheon break. With a pace car in the lead, licensed drivers may take any car or truck onto the track -- no helmets are worn but all passengers (including the driver) must be properly seat-belted. The pace car will travel at a slow to moderate speed, following "the line" and the parading cars are not permitted any passing and are expected to drive with care. To participate in Parade Laps, the driver of the car must pay a \$25 fee (more is always appreciated). All those in the car must have signed the NER waiver (and if minors are permitted, a minor waiver must have been completed by a parent) and be wearing an NER wristband.

How to sign up: Sign-up sheets will be available at the Control Tower on the first two days of the event. Anyone who has not already signed the NER waiver must appear in person to sign and receive a wristband.

If you have questions and/or want to sign up in advance, please contact Joyce Brinton at joyce.brinton@gmail.com



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2011 NER DRIVERS EDUCATION EVENT

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with a DE Enduro



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

Registration Open NOW

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

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

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

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

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

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

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

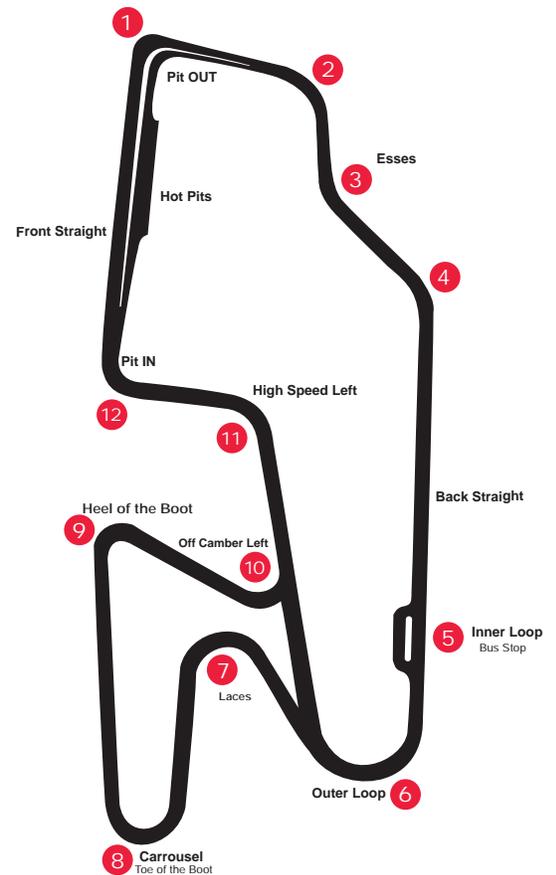
Registration for this event will be handled by NER through www.clubregistration.net and full DE info is available at www.porschenet.com. Pricing for the event is as follows:

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

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

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

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



A Novice Reports on Novice Day!

Copy By: Will Lund, Down East Region

Based on my first-ever track experience on Thursday, May 5th, 2011 at Loudon's New Hampshire Motor Speedway, I recommend that all Porsche owners who want to learn the capabilities of their automobiles, and of themselves as drivers, give it a try.

Billed as "NER Driver Education & Novice Day," the event was designed to allay the fears of beginners and to break down what would otherwise be an overwhelming experience, into understandable steps.

This process started after the 8:00 am drivers' meeting, when the more experienced tracksters were dismissed while we novices were directed to stay and listen to NER's Track Chair, Bruce Hauben, and the club's Chief of Novice Development, Moe Auger, and then to former pro driver and coach Dennis Macchio.

As these experts discussed track terminology, the different flags that would be waved at us and the rules on passing (no passing unless you receive a hand signal from the car ahead), the black and red (expert driver) groups were sent onto the track for their first run. So while inside the meeting room we were being told about the civility of the entire process, outside we could hear the deafening whines of the GT3s and Turbos as they accelerated out of Turn 12 and reached speeds in excess of 100 miles an hour down the back straightaway.

The experience had started on an anxious note the day before the event, late Wednesday afternoon, when I joined my friends in South Portland, Maine to begin the drive to the Red Roof Inn in Loudon. To get a rise from the assembled crew I drove into the rendezvous parking lot wearing my shiny-new full-face-protection M2005 helmet, which looked incongruous given the fact that I was still wearing my office suit and tie.

Ed and Judi Mansing were there, with a 944 Turbo on a trailer hitched to their BMW X5. Also present was Steve Atwell, who had bravely offered to serve as my instructor in the next day's event. Steve was driving his 944 Turbo to New Hampshire,

towing a custom trailer that held 4 track tires, wrenches, an air pump and other essentials.

"Did you bring everything?" Steve asked me.

"Of course," I replied. "Car, helmet, tech form signed by Ralph Small of Performance Plus in Old Orchard Beach, new helmet and a few bottles of Poland Spring water."

"What about your PCA membership card?"

My face fell. "No," I admitted.

It's her car

So I e-mailed my wife, who was still at work, and asked her to fax the card to the Red Roof Inn. She agreed to do so. It's not like she is a disinterested party in this entire track experience. In fact, she's the primary PCA member; I'm just the "family member." More significantly, it's her car.

Long story short, she saw the film Patriot Games in 1992, in which Jack Ryan's (Harrison Ford's) wife drives a metallic-black 1981 911 SC Targa. The movie was good, but in my wife's opinion the Targa was better. Eight years later, in 2000, she found one for sale in Southern Maine. She purchased it, but in the decade-plus she's owned it, it's never seen the track.

Last year it needed 24 new cylinder bolts, so I offered to contribute funding for the work in exchange for being permitted to track the car.

I should add that the car is original, and it's pristine.

She agreed to fax the PCA membership card, but not before adding several warnings about not revving the engine when it was cold, not parking close to any other cars, keeping the Targa between the lines on the track, and not getting it wet (since the Targa top makes only a passing effort at repelling rainwater). Rain was in the weather forecast for Wednesday night as well as the track day Thursday, adding to the pressure I was feeling.

Red Roof

I strongly recommend that drivers, especially novices, get near the track the night before. In our case, the overall experience was greatly enhanced by the opportunity to travel in



Ed Mansing, Steve Atwell, and Will Lund wait for their run group to be called. Photo by Judi Mansing.



Turn 2 and 2A, NHMS. Photo by Adrienne Ross.

a group, arrive the evening prior to the track event and get dinner together at a nearby seafood restaurant. I was feeling relaxed (the faxed PCA card had been waiting for me upon check-in), and socializing gave me the chance to soak up information about the upcoming event. It also taught me a great deal about my outstanding instructor, Steve Atwell, including the fact that he enjoyed an occasional sip of Jim Beam on the rocks.

Thursday morning we were up at 6:15. Steve and I got breakfast and filled our fuel tanks on the way, and then we joined the long line of cars at the speedway gate at 7:00 am.

I'd never been to Loudon before, and I will never forget my first impression, looking ahead of me at 60 or 70 high-performance Porsches (soon to number over 100) waiting for the gates to open. Beyond the cars I could see the twin-tunnel entrance to the speedway itself.

I signed in, received my green wristband, and drove through the tunnel, partway around the oval, and onto the infield to the garage area that Ed and Judi had rented.

Soon the drivers' meeting was announced over the loudspeakers, and the excitement began in earnest.

First run

When the Green Group was called, my instructor Steve drove my (my wife's) car for two or three laps, to show me the various aspects of the track, including the turns, the proper line and the passing zones. Just on that first run, the car's engine and suspension were exercised harder than they had been for our 11 years of ownership. Interestingly, the slightly rough engine idle I'd experienced on the trip over from Maine, corrected itself instantly on the track.

Then we switched places, and I took my first run behind the wheel. I merged with other cars near the paddock area, then took the sharp right uphill (Turn 3) and headed toward the Carousel (Turn 6). This beautifully designed left turn rewards those who discover its mystery by sling-shooting their cars around and out the other side toward the Treehouse (an elevated flagger observation point). For most of that run, and indeed for most of the day, I did not have the courage to delay the start of my turn deeply enough into the corner, and by cutting my wheels too early I rubbed off speed.

Steve was absolutely delightful as an instructor. At one point in what could otherwise have been a terrifying experience, my over-stimulated brain postulated that his speaking style was very similar to those of the weekend announcers we see on the Golf Channel.

"Now might be a good time to start braking," he'd whisper into his end of our electronic helmet-to-helmet communicators as I headed hell-bent for leather into a hairpin turn. Even his slightly more urgent "Brake, brake, brake" sounded more like a suggestion than a directive.

Steady as she goes

As the day went on, my errors became fewer and the car's average speed increased. I became confident enough to pass other cars when signaled, and to signal other, faster cars to pass, both to the left and to the right. Two runs in the morning and two in the afternoon, divided by an excellent "What have we learned so far?" classroom session after lunch, left me tired but happy.

The only time I felt the least bit queasy was as an invited guest in my instructor's 944 Turbo during a mid-morning advanced-drivers' run. Perhaps it was the hard carbon shell racing seats. Perhaps it was the snugness of the 5-point harness. Or perhaps it was the incredible speed difference between the novices like me and the experts like him; the unfathomable G-forces transmitted from the track's surface up through the Porsche's race-bred suspension; or the observation that even as fast as we were negotiating the track, several drivers whose cars featured turbocharged 300-horsepower engines could accelerate past us with ease on the back straight.

But any feeling of disjointedness dissipated the next time I was behind the wheel of the Targa. The rare perfect turn was imprinted in my mind much the same as an occasional well-struck golf shot makes up for an otherwise uneventful round at the links.

To those NER members who conceived, organized and ran the Novice Day, you have my utmost thanks for a job well done. And to my instructor, Steve, at the next monthly meeting of the Down East Region board of directors I will express my appreciation by presenting you with a fresh bottle of Jim Beam. You certainly earned it.



Dennis and Bruce conduct Driver's Meeting. (Photo by Moe Auger)

The 2011 Ramble

By: Anonymous, Photos by David and Susana Weber

Another fantastic Spring Ramble took place at the end of April at The Equinox Resort and Spa, and on back roads in VT and NY. I'm continually amazed at the high quality of NY state roads, particularly compared with NH, VT, ME and MA. Maybe there's something to be said for higher taxes... not. Out in the middle of nowhere farm country, where we didn't see another car for miles and miles, seriously, the roads were just fantastic with awesome vistas to distant mountains, lots of road elevation changes, blind corners and hills. Well, you get the picture.

Prior to the Ramble, Bruce (as in co-chair, along with his spouse Joyce Brinton) sent an e-mail to all of us outlining the Silent Auction that would be held to benefit the club's chosen charity, Angel Flight NE; more on that later, along with some other details of the Ramble and suggestions on things to do in town.

Also stressed in the note was a caution to drive responsibly, that a ticket was not a badge of honor. He pointed out that there were many blind hills and corners, which we found to be an understatement, and one never knew what might be

around that corner. Most of us took the advice and it was a damn good thing, as many of us had situations where a slow farm tractor, or a child emptying a mailbox at the roads edge, and even a woman with a cane pushing a baby carriage in the road (remember there are no sidewalks in farm country), were around a blind corner or over a blind crest.

But I'm getting ahead of myself here. Some of us were able to arrive at the Equinox on Thursday to get our socializing, elbow bending and shopping in Manchester off to an early start. Most arrived Friday, and by cocktail time Friday the place was jumpin'. The last time we were at the Equinox it was one of the Rock Resort properties but in the intervening time had been sold to another hotel group and is now a Starwood-affiliated place.

Extensive renovations have been done; the rooms are much more comfortable and up to date, though I felt a lot of the old charm of the Equinox has been lost in the public spaces. One of the nicer additions is a large gas fire pit on the back deck — I'd guess about 12' square, filled with glass shards through which the flames and wonderful warmth on cool nights are



The entire assembled cast!



A very pretty formation

filtered. You'd better be on the up-wind side or the gas smell is a bit off-putting. Still, a great place to hang with friends after dinner.

Saturday dawned a bit overcast and drizzly, but it takes more than that to dampen a well-planned Ramble. After a satisfying Continental Breakfast buffet, and registration — man, the organization of the registration is amazing with four lines dividing up the alphabet of Ramblers' last names and everything ready for us — Bruce held the drivers' meeting with the usual greetings, thanks and caveats for the day and then introduced Bob Cohen, the Safety Chair for the event. I thought they did an even-handed job of warning us not to drive recklessly while trying hard not to stifle our fun in driving our Porsches. This was the largest Ramble ever, with 140 cars, but for you who've not yet rambled don't let the size scare you off. You drive the routes at your pace, leaving the Equinox and lunch stop on your schedule, not a predetermined group time. I've been on other regions' tours — never again — where one car leads the way and everyone follows like 30 or 40 ducks in a line; UGH! We prefer to stop at an antique shop or cheese shop that we may find on the route, and then pick up the next pod of Ram-



Dinner assembles.

blers coming down the pike.

After a three-hour morning drive on some of the best back roads I've ever been on, we arrived in Glens Falls, NY at the Queensbury Hotel for our buffet lunch. Chatting with Bruce later I learned of the many times he and Joyce had to retrace the route in and out of Glens Falls to minimize the number of traffic lights and traffic. This is not to mention re-crafting the route when a paved road morphed into dirt after eight miles, or road construction showed up on the second or third check of the route requiring re-working or finding that the morning or afternoon routes were too short or too long after the first routing and then having to adjust accordingly. Bottom line, the routes Bruce and Joyce laid out were fantastic and by lunchtime the skies had mostly cleared and the afternoon back to the Equinox was great fun.

The car wash area at the Equinox had a waiting line when we arrived back so we parked our dirty Porsche off to the side so as not to embarrass all the clean ones and my wife and I continued our partying on the back deck in glorious sun with many old and new friends.

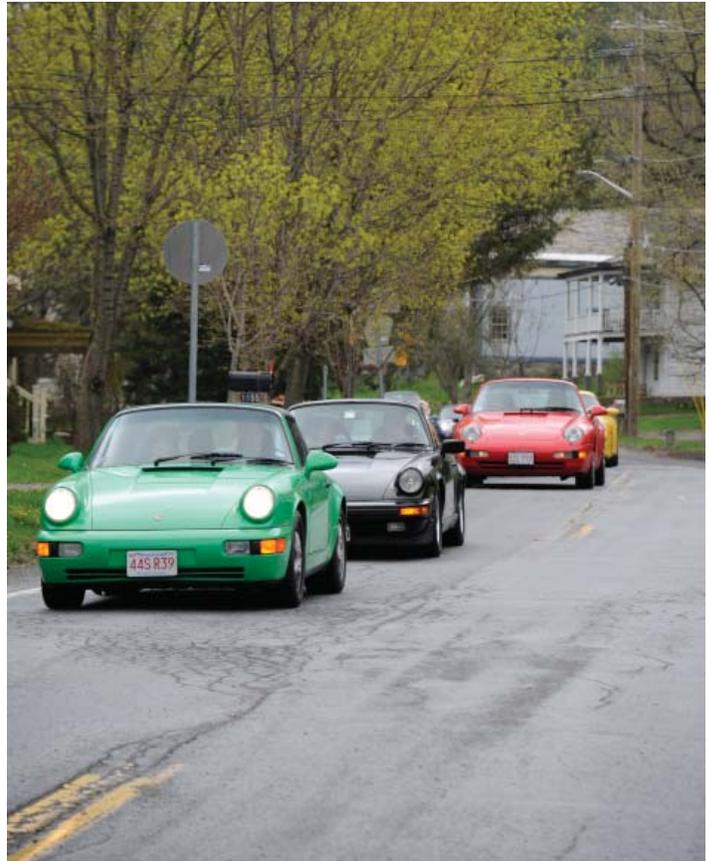


Time to eat!

Before the cocktail reception the silent auction items had been tastefully arranged outside the Colonnade dining room, where we would later dine, and on the way to cocktails where they couldn't be missed. As Bruce had explained earlier the auction had begun with a question from Dave Mahaney about how he might give some tickets for Lime Rock pro races — on behalf of Lime Rock Park and the Right Handers Club — to Ramblers. It seemed the only fair way was to auction them off, so those four tickets grew to a silent auction of eighteen items ranging from certificates for Porsche service from Rick Hetherington and Jerry Pellegrino (I can't forget to tell you all that European Performance Engineering has been the Ramble's sponsor for many, many years), to Glisee prints of your Porsche from Bob Cohen (past Treasurer), to wonderful prints of their art by both Susana and Dave Weber (past everything in the club). The auction ended up raising over \$5,000 for Angel Flight NE.

During a great dinner in the Colonnade dining room, one of the nicest venues in my Rambling memory, Bruce announced that next year's Ramble would be to the Stowe Mountain Lodge in where else but Stowe, VT. Sunday morning's full breakfast buffet capped off another great Ramble. After our Ramble to Cooperstown, NY and the Otesaga and Baseball Hall of Fame, many friends remarked that it was the best Ramble ever, and how were Bruce and Joyce to top it. Well, I don't know how they did it, but those same friends said that this

year's Ramble beat it and was the best ever and we're all looking forward to the 2012 Ramble.



Another fabulous set.



The Equinox, and it's equal on wheels.



Departing.

NER Raises \$5,025 for Angel Flight

By Joyce Brinton

For the first time, NER held a Silent Auction at its Spring Ramble, which was held this year at the Equinox in Manchester, VT the last weekend in April. The members of NER actively bid on over a dozen auction items that were donated by NER members, advertisers, and friends. A total of \$5,025 was raised for NER's charity, Angel Flight Northeast. 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 over a dozen items donated for the auction from a wide variety of donors. NER wants to acknowledge the following organizations for their donations:

- Allianz Life & Annuity
- Angel Flight NE & their pilots
- Autobahn Performance
- European Performance Engineering
- Lime Rock Park & The Right-handers

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

- Robert Cohen
- Dave Mahaney
- Dave Weber
- Susana Weber

Of course the Auction would not have been a success without the spirited participation of those attending the Ramble. Many thanks to all of you who bid, and to those of you who made contributions even without bidding.



Up and over the hill.



Bruce has a few words with the assembly.



Pretty cars make pretty pictures.

Our First Autocross! (AX)

Copy by Bill Seymour

The Autocross School was cancelled due to snow and our first regular season autocross was rained out after the morning runs. At the time of this writing, we are not sure whether to expect locusts or a hail of toads for Autocross #2. One of us must have stepped on a crack, broken a mirror, stepped on a spider or left a coin turned up tails instead of heads. The Red Sox early season woes are probably related. So whoever is doing whatever it is you are doing, stop it!

Anyway, it may not have been all we wanted, but we got three runs in at our first autocross – and for classes 1 through 4S they were dry. For classes 5S and 6S they were mixed and for classes 7 and higher they were mostly wet. Keep that in mind as you check out the times in the accompanying table.

Last season's class winners Fran O'Day (1S), Ollie Lucier (7R) and Ron Mann (10) had uncontested victories to start this season.

Neil Halbert (2S), Steve Ross (4S), Bill Seymour (5S), Jake Moreau (8), Scruffy Lefebvre (9) and Jon Cowen (12) – also winners of their class last year – won their classes to start the 2011 season. Jake and Bill took cruel advantage of their co-drivers and got mostly dry runs while Bill Nerney and Nora Seymour had all wet runs. Class 12, the non-Porsche class, turned out to be all BMW E36 M-3's with Jon beating Nick DeRosa and assistant Registrar Ash Perkins.

The remaining four classes – 2R, 3S, 3R and 6S – are always competitive and the rain and shortened day only made them more so. George Rouhart, last year's winner in 2R, won the first event by a second over Lisa Roche who, in turn, beat co-driver Joe Kraetsch (AX chair for North Country Region) by 0.07 seconds – all three getting under the 70 second barrier.

Steven James, last year's winner in 3S, was third behind Reid Van Gorder (new to us, but clearly not new to autocross) and winner Noel Swartz. This was the closest margin of victory with Noel less than 0.7 seconds ahead.

Class 3R has historically been the most hotly contested class. Last year's winner Tom Tate sold his car and opened the door for Chris Ryan, Bob Canter and Jeff Johnson – but it was George Skaubitis who took a convincing first place with a 1.5 second win over Dick Demaine. Clearly more good competition to come in future events here!

Finally, Class 6S was well contested with Chris Fahey edging out last year's winner Ted Shaw.

The rain forced the trophy presentation to our new post-event watering hole "31 Main."

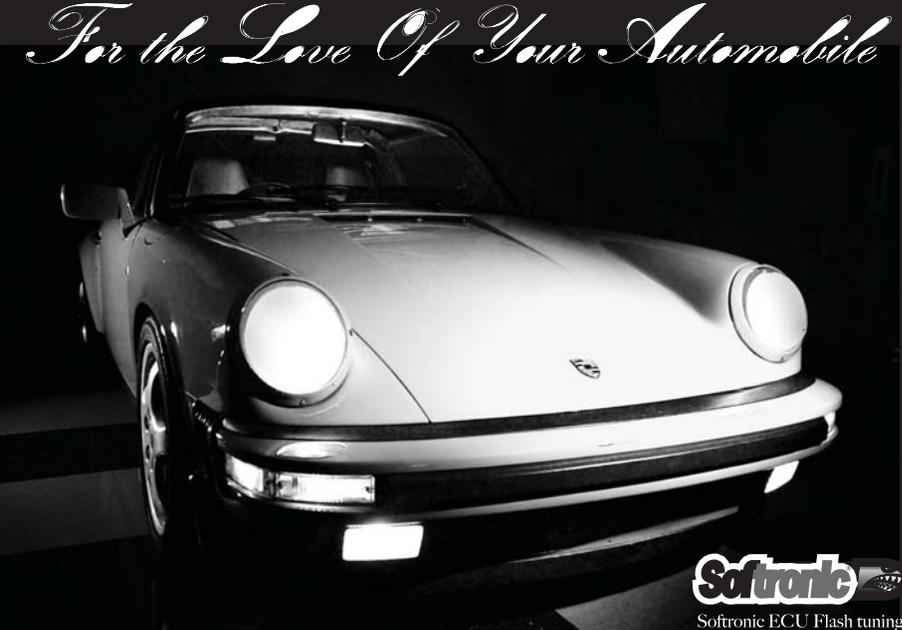
We were concerned that we would have trouble replacing O'Hanlons but the new spot was very welcoming and the draft beer selection quite similar (including Old Speckled Hen and some nice new IPA's – all consumed in moderation, of course).

We had a good turnout of first-timers and novices. Unfortunately we didn't get a picture of all of them but we did get a picture of The Three New Mikes (Machado, Campion and Shanler).

In addition to the rain the event was hampered by a couple of early season gremlins. In particular, despite carefully testing the timing equipment weeks in advance, we managed to use the wrong cable to connect it to the computer and it took us quite a few minutes to figure out the problem. Otherwise things worked and, barring more bad weather, we confidently expect our normal 8 runs at future events. Thanks to all the workers and usual contributors. A particular tip of the cap to Chris Ryan who took home the wet tent and cones for drying and sorting.

Bill Seymour, bill_seymour@porschenet.com

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NER Autocross No. 1 Results 5-15-2011

NER-PCA

Autocross #1 5-15-2011

Class	Place	Driver	Car Model	Total
1S				
	1	Francis ODay	914-6	81.082
2S				
	1	Neil Halbert	944 S2	69.108
	2	Jim Shepard	944	75.607
	3	Bill Aubin	944	76.884
	4	Brian Halbert	944 S2	79.21
	5	Tim Platt	944S2	81.761
	6	Mike Platt	944S2	94.548
2R				
	1	Georges Rouhart	968	68.653
	2	Lisa Roche	924 S	69.812
	3	Joe Kraetsch	924 S	69.883
	4	Devon Yablonski	944	72.055
3S				
	1	Noel Swartz	911 SC	71.111
	2	Reid Van Gorder	964	71.798
	3	Steven James	911	72.127
	4	David Berman	83 911	78.34
	5	Kristin Larson	83 911	82.275
	6	Robert Liotine	86 911	87.298
	7	Jack Goudreau	911 SC	88.314
	8	Dan Noveck	80 911SC	92.848
3R				
	1	George Skaubitis	RS America	69.195
	2	Dick Demaine	88 C2	70.679
	3	Chris Ryan	911 Carrera	71.018
	4	Robert Canter	Carrera	73.187
	5	Jeff Johnson	911 Carrera	74.638
	6	Christine Skaubitis	RS America	77.673
4S				
	1	Steve Ross	Boxster	70.752
	2	Art O'Dea	Boxster S	75.503
	3	Grant Zimmerman	03 Boxster S	76.242

Class	Place	Driver	Car Model	Total
5S				
	1	Bill Seymour	07 Cayman	69.728
	2	Duncan Dana	Cayman	76.848
	3	Jody Podpora	Cayman S	79.471
	4	Nora Seymour	Cayman	80.388
	5	Rosemary Driscoll	07 Cayman	81.742
6S				
	1	Christopher Fahy	911	71.982
	2	Ted Shaw	996	72.235
	3	Michael Moushon	Carrera	73.674
	4	Lev Tabenkin	993	73.902
	5	Glenn Champagne	996	75.432
	6	Dara Ambrose	996	77.646
	7	Michael Shanler	997S Cab	84.621
	8	Michael Campion	996	92.808
	9	Ed Walk	02 911 C4S	DNF
7R				
	1	Oliver Lucier	Boxster	70.794
8				
	1	Jake Moreau	GT3 RS	62.994
	2	Ronald Orr	2005 997S	78.166
	3	Susan Kelley	997 C2S	81.446
	4	William Nerney	GT3 RS	82.785
	5	Michael Machado	2011 Targa 4S	DNF
9				
	1	Stephen Lefebvre	GT3RS	63.721
	2	Gerard Mauvis	996C4s	74.945
	3	Peter Rokel	88 944 Turbo	84.475
10				
	1	Ron Mann	911 Gti	73.343
12				
	1	Jon Cowen	M3	67.783
	2	Nick DeRosa	M3	71.109
	3	Ash Perkins	M3	75.624

Top Time Of Day

Raw time: 62.994 Jake Moreau

Seven Things I Learned as a Rookie at Louden

Copy By: Will Lund, Down East Region Photos by Adrienne Ross

One) Straightaways are for braking. Curves are for accelerating. If you find yourself braking hard and you're in the middle of a turn, you're in a world of hurt.

2) Never, ever use your turn signals at a track, even in the infield/garage areas. If your friends see you, you'll never live it down.

3) As you are coming out of Turn 12, do not look up at the Grandstand (capacity: 100,000) and do not envision those thousands of fans cheering you to victory. By the time you snap out of your daydream, you'll be headed, way too fast, into Turn 1.

4) Always remember to bring your PCA card. 'Nuff said.

5) As hard as it is, try not to compare your car to others you see at the track. Such comparisons can prove extremely expensive in the long run.

6) Learn the flags, and pay attention to them. We saw brief caution flags when the rain-showers hit the track, and we saw checkered flags on the final (cool-down) laps; but the most common flag has a diagonal stripe, and it means "The fellow with the GT3 is coming up fast behind you and he'd be obliged if you'd signal him to pass."

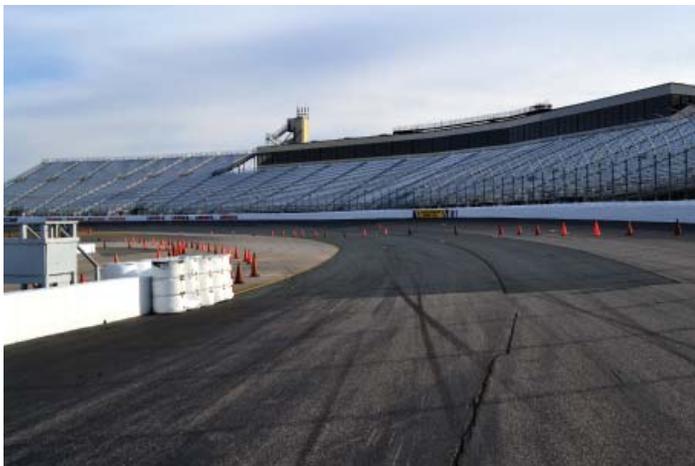
7) Try to rent a garage space, or have a friend who does so. A garage space is more than just a roof overhead for one vehicle: it's a shelter from the sun, wind or rain; it's a social center where you can congregate with your group; and it's an area you can store all the stuff you must take out of the car before it's allowed on the track. Most importantly, it's a place where you can start telling and retelling the tall tales about your runs, and it's those stories that will be the most enduring legacies of your first day at the track.



The front straight at NHMS. Photo by Adrienne Ross.



Drivers Meeting. Photo by Moe Auger



Turn 1 NHMS. Photo by Adrienne Ross.

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Four Speeds- continued from page 6

spite of what you see on Man vs. Wild, clothes do not dry out while you're wearing them. Wet clothes are heavy.

We parked next to some friends from NY that did have a tent set up so it wasn't a complete disaster. Besides, the rain finally gave up around the time that brother Bill showed up with a tarp for us. He had called before leaving Maryland that morning and I cried, "Uncle." I'm not sure how we would have set it up in a parking lot without any poles available but we didn't have to find out.

This year will go down as a normal year for Hershey. We saw a lot of old friends, sold some stuff, got wet and had a great time.

After lunch with Bill and Bev under sunny skies, we were on our way back to New England on dry roads. Some how the day didn't seem all that bad once the sun was out. Maybe it was because it was all behind us. Whatever the reason we can't wait to do it again next year. KTF

Around the Curves- continued from page 5

is due to their desperate attempt keep advertising revenues up as the subscription base dwindles, as does the size of the magazines. "Buying" subscribers at low rates shows a bigger base thus more revenue, but the writing is on the wall (pardon the pun) as the written media's days are numbered as more and more people get their news on-line and not in printed form.

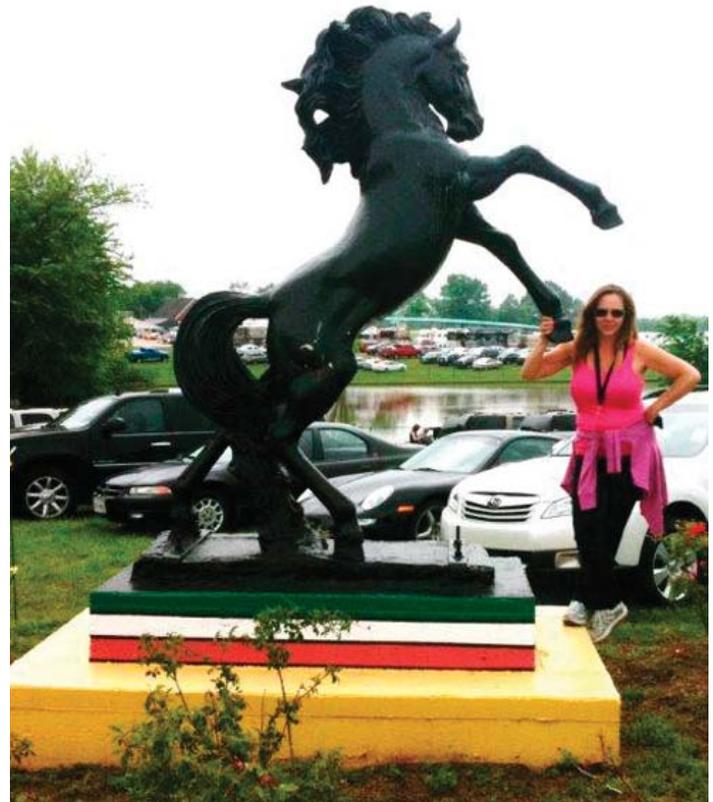
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Torqued Up- continued from page 11

us back... but good. I think I even heard her laughing. Not full out, but a little snigger. Regroup! Time is running out! Just go over her head and physically plug in the address from another screen. The specific airport we had boarding cards for was a mere nine miles away... recalculating. We knew there was little hope now for catching the flight. Our buffer time had vaporized. But there was one last hope; the flight could be delayed. And it was! Two full hours, but we'll take it.

We parked our weary bodies at some nameless airport pub to kill some time. At the next table there was a lady and a young man who was wearing a Continental hat. Certain words in their conversation wafted over to our table, which made us grin at each other. After hearing Boxster, caution flag, drifting, corner 4 and podium, Adrienne couldn't contain herself; she turned toward them and asked if they had been to the race. Well she had been there but he had raced. She was his mother and he was her son, John Capestro-Dubets. Their story still makes me smile when I think of it. He has only been racing one year and we asked how he got his start. Well his mother had asked him what he dreamt of doing and his obvious answer of racing was fulfilled. She made it possible by using his college fund towards coaching in order to follow his dream. Both of them beamed. We smiled some more.

Both flights were late and we rolled up to Adrienne's house about 11:00 pm Sunday night. When I opened my trunk for her bag I said was it really just yesterday morning at 4:45 that I was here? Sure seems like longer! Only one more question remained for this boiled frog — when is our next race?



Amy hanging out with the horse of Ferrari.

The New Cayman Black

Copy and Photos by Porsche DE

Following on the heels of the recently announced 911 and Boxster S Black Editions, Porsche introduces a new, sporty and limited edition Cayman S arriving late this summer. The 2012 Cayman S Black Edition features a 10-horsepower boost and a long list of standard equipment at an attractive price.

This new mid-engine sports car is only available in solid black and features a monochrome treatment with a black body and black-painted 19-inch Boxster Spyder design wheels. Normally contrasting trim pieces from the Cayman S are also painted for a uniform look: the side air intake grilles are painted black, as are the twin exhaust tailpipes and the model designation on the rear deck lid.

The monochromatic theme continues to the interior where black is the only available color, with aluminum and stainless steel used as accents. The brushed stainless steel door-entry guards feature Black Edition lettering, and the standard Sport-Design steering wheel features twin aluminum-look spokes with a rim of smooth-finish black leather. Also painted black are the trim strips on the dashboard and around the six-speed manual shift lever or the gear selector for the optional Porsche-Doppelkupplungsgetriebe (PDK) seven-speed double clutch transmission, while the instrument dials are black instead of the usual white. Two final touches are the Porsche crest embossed on the headrests and a limited-edition badge on the glove compartment.

Like the other Black Editions, the Cayman S Black Edition combines Porsche's popular option packages to deliver additional value to customers. The black-painted exterior and interior touches are part of the Design package available on other Cayman models.



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New Members

- | | | |
|--|---|---|
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1969 911 E Blue | Jay E. Gonsalves
Rochester, MA
1984 911 Blue | Sheng Wang
Cambridge, MA
2011 GT3RS blue |
| Jorge Arroyo
Chestnut Hill, MA
1966 912 Black | Richard P. Grandoni
Beverly, MA
2005 Boxster S Blue | David G. Wilson
Marion, MA
2007 Cayman Silver |
| Lynn A. Benway
Hopkinton, MA
2011 Panamera 4 Black | Anirudh A. Joshi
Ashland, MA
2006 Carrera S Grey | |
| Giovanni Cicconi
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1987 911 Carrera Black | Michel S. Machado
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2011 911 Purple | |
| Mary E. Clarke
Quincy, MA
2011 Panamera 4S Blue | Victor P. Mackiewicz
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| Richard J. Costa
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1988 911 Red | Edward A. Moschella
Weymouth, MA
2012 Cayman R
Green | |
| Jack W. Cumming
Sudbury, MA
2012 911 Turbo S Red | Edward J. Ohearn
Whitman, MA
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| Andy Demetrius
Dorchester, MA
2002 Boxster S Silver | Joseph D. Raviele
West Warwick, RI
1982 911 Blue | |
| Robert N. Durham
Arlington, MA
1991 964 C4 Black | Ignacio Revuelta
Boston, MA
2011 Cayenne Black | |
| Robert Edgar
Saunderstown, RI
2002 911 Silver | Adam D. Schwartz
Carlisle, MA
2001 Boxster S Green | |
| Timothy A. Fox
Cherry Hill, NJ
2010 911 GT3 RS White | C. David Seuss
Charlestown, MA
2004 GT3 Cup white | |
| Dave W. Freeman
Reading, MA
2002 911 C4 Silver | Mark E. Sorenson
Bolton, MA
2007 911 S Blue | |
| Russell F. Gee
Cambridge, MA
1968 911 Silver | Mark C. Twyman
Sudbury, MA
2005 Boxster S Black | |

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

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

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Tire trailer for track tires. Wheel rack holds 4 locked tires and the trailer has a large locking aluminum toolbox. There is also a platform for jack storage or luggage. Comes with trailer hitch for a 993. \$200. Send an email to Pete LaRocca at pjlarocca@verizon.net or call 978 369 2152 (5/11)

1996 993 Twin Turbo, Black w/black full leather including factory sport seats, 993 Turbo S front and rear spoiler option and Turbo S aux front oil cooler; custom factory center console incorporating six additional gauges and factory switches, owned since new by long time PCA member. Upgraded the engine and transmission at rebuild time, and upgraded the suspension over the years as well. All modifications and maintenance performed by European Performance Engineering. This car has not been driven during the winter months and garaged its entire life. I have many of the stock, take-off parts and extra items....all will go to the new owner. Call me at 617 425 3740 days or 617 429 7611 after 8PM or email me at wmackie@crai.com for pix and more details. Wayne Mackie, Weston, Ma. (5/11)

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

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Flat Sixer- continued from page 7

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helmet, so I ventured up to HMS Motorsports to see what they had to offer. They had some cool helmets, Sean really wanted me to get a bright orange one, but in the end I settled on a nice white one. I am going to have to check with Susanna about getting some artwork put on it. I also broke down and purchased a HANS device. My thoughts are now that I can't be too safe. Finally I picked up a new pair of Pumas, as I need to look good when I am out on the track!

I also dropped the car off at EPE so that Jerry could install some new harnesses and then begin the process of getting the car prepped for a cage. I was hoping that I would have the cage before NHMS but as it turned out, there wasn't going to be enough time. The cage will have to go in after the NHMS event. This means that I will need to drive at seven- or eight- tenths and not flat out. This won't be a bad thing as I will be learning the 993's characteristics and to do that I will be driving a bit more cautiously.

Just a few more quick items for this month; for those parents out there you have hopefully heard about the Playstation Network hacking. It seems that some really bad people broke in to the Playstation Network and retrieved information on hundreds of thousands of user's accounts. This is not a good thing as those accounts could contain credit card information. Also, if people use the same user ID or e-mail address that they use for other things, say financial accounts or credit cards, then they could be in for a rude awakening. I have taken the time to change most all of my passwords over this past month as a measure of precaution. I am fairly paranoid, but in this case you can't be too paranoid.

The last thing for this month is in recognition of Scooter and that he has made it to his first birthday. It seems that he has now worked his way into the family's heart, yes even into Dot's! Of course he is still a big puppy, with tons of energy, but we all love him.

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

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