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# THE NOR'EASTER

NOV 2011 **NOV 2011** NOV 2011 NOV 2011

Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America

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- CHANGE THE OIL AND FILTER**
- FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- CHECK THE COOLANT FOR PROTECTION LEVEL IN WATER COOLED CARS**
- OVERINFLATE THE TIRES TO 50%**
- LEAVE THE WINDOWS OPEN 1 INCH**
- INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO PREVENT MICE FROM NESTING IN THE CAR**
- WASH AND DRY THE CAR**
- APPLY A FRESH COAT OF WAX**
- REMOVE ALL FLOOR MATS AND CARPETS WHERE POSSIBLE**
- MOVE THE CAR TO A DRY LOCATION FOR STORAGE**



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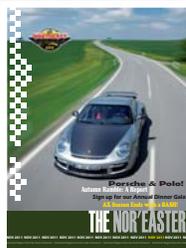
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## COVER



**Cover Photo**  
by PCNA

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



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

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# On the Edge

Adrienne Ross



As promised, to both my workplace and to Ay'all, I wrote a homily at the end of my sabbatical. I presented it early in October, complete with video, and a slide show. I've cut it down some to fit in the NOR'EASTER. Here it is for your perusal. Enjoy...

To drive a racecar, you are going to be pushed to your physical and mental limits; it's really, really hard. At the end of the first time I drove on the track, I stepped out of my car, looked at my instructor and said, "I can't do this."

He looked pleased and sympathetic all at the same time (a hard feat to accomplish) and said, "Yes you can, I promise you can. Everyone thinks they'll be brilliant at this right out of the gate, and the truth is — it's actually very hard to do. That you found it that hard means you "get it." By the next run, I was addicted.

One season later, and I was putting a newbie into my own car. I'd prepped and prepped him, encouraging him to focus, listen to the instructor, and for God's sake don't crash my car!

***Everyone thinks they'll be brilliant at this right out of the gate, and the truth is – it's actually very hard to do.***

I chewed my nails for 15 minutes, waiting on the front straight for him to come by, each time he did I would breathe out again.

When he got out, he was grinning like a Cheshire cat. "How was it?" I asked.

"It was like juggling chainsaws..." He exclaimed, and it was my turn to grin.

Driving on a racetrack at 130–190 miles per hour is a lot like driving a billboard down the highway at night, in a blizzard, with bald tires and a flat. It requires everything you have — mentally, and physically.

But it gets into your system, and becomes who you are. You should see groups of us in a restaurant, or an airport. You can always tell the racecar drivers by their hands, they're moving, usually across each other, explaining the dynamics of that pass they made a Laguna Seca, or the Ferrari that cut across their nose to beat them to the corner.

Your run starts in the paddock, in your head. You need to be ready to go out there, and know precisely what you are doing. Racing is precise.

You should be able to run the whole track in your head, anticipate to the millimeter where your tires will be, and know exactly what you will do, where you would go, through every inch of that track, if you get in trouble.

I've chosen some entries from my journal to help me along. My focus was to learn lessons. To pay attention to what the universe was trying to relate to me through racing.

Lesson 1: Learn to let go. This seemed to be a reoccurring theme throughout, somehow not surprisingly, as it's what I needed to learn the most. It came even before my sabbatical got started, when I got locked out of my kick-off event. The event was for our clubs newest drivers. To get them out there with other newbies, so they felt less intimidated. I'd been there, I understood the need. But I wanted to go, and I had too much experience to run with the newbies, and not enough to run solo in a separate run group. I plotted, and planned, all to no avail. I'm a girl who gets what she wants! But on council from someone who knows better than me, I let it go.

Two days before the event, without even one more pretty please, I got a phone call

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## In This Issue...

The Newsletter is a bigger job than you might think, full of 1000 little details that are sometimes too much for my brain. I've created this space to sometimes make up for missing stuff, thanks folks, and correct dumb stuff. So here goes.

Last month I labeled a picture wrong. There's a nice shot across Seneca Lake, that was Bob Perlmutter, not Brook Smith who took that.

I also forgot to say a HUGE and heartfelt THANK YOU!!!! to Rachel Perlmutter, who arranged for the extra food we had at the Glen picnic to be picked up by Catholic Charities, and distributed to those in need. That was really cool Rachel, thank you.

Bill's column last month got the italics stripped out. Sorry Bill... If you'd like to see it, as meant to be, write to Bill, he'll send it along in the correct form. It's also online in correct form.

To those who sent emails telling when your newsletter arrived, thanks so so much!!! I really appreciated that. I'm sending a report to the post office!

# Around The Cones

Steve Ross



Well October turned out to be a busy month for the NER members. Two autocrosses and an awards dinner for the pylon punters at the beginning and end of the month concluded their season. Our fall tour to the Kittridge estate in western Mass. was one of the nicest tour destinations we have ever had, see the full story and pictures in this issue of the NOR'EASTER. As we hit the cooler months the events tail off, a photo contest on the 12th of November is our only planned activity for the month, but a spontaneous dinner might find it's way in too; check out the e-blast for more info.

During the month of November you will be receiving by mail a ballot for board positions, a subscription form for the NOR'EASTER and an opportunity to vote on a revision of the bylaws one provision of which is to allow voting via email. Please take some time to vote for the candidates and the bylaw revision.

As I have mentioned before in past columns, as president I receive calls and emails from various individuals asking for assistance with repair or

## ***During the month of November you will be receiving by mail a ballot for board positions, a subscription form for the Noreaster and...***

purchase of cars, complaints about region or national activities, and clarification of some activities that we be offering.

But this month I got a very unique one, a guy in Florida wrote to me saying that he has found a 1982 928S in the wall of a home that he just bought. His first question was why it was there, my first thought was maybe a divorcee was hiding some assets from they're soon to be ex. He then claimed that it had just 12 miles on the odometer and a valid title, but not in the US. He was planning on keeping the car and driving it. We determined that it was a European model and may or may not be difficult to register in this country. Stay tuned to the unfolding saga.

One day while parking my winter car, an '07 Honda Civic SI, I parked next to a BMW 3 series probably early 2000's vintage and noticed that my car was quite close in length to the BMW. This got me thinking that the Honda had grown up in it's last update in 2006, so I went to the two models websites and found that the length, wheelbase, and height are all within an inch of

each other. The width on the other hand showed 10-inch advantage for the BMW. The Honda is 460 lbs. lighter with 197 hp from a 2.0 liter engine that revs to 8000 rpm vs. the 230 hp from a BMW 2.5 liter engine with six cylinders, and with 30 lb-feet of torque less than the BMW. The 0-60 times are 6.3 for the BMW and 6.7 for the Honda.

Obviously the price differential is also large and the mpg should be in the favor of the Honda. So the obvious question is: what do you get in the BMW that you do not get in the Honda for the higher price?

While reading CAR magazine, a British publication I noticed the quaint terminology that the Brits use to describe various components of cars, many are probably known to the readership but some are unique. Check this list I found on the web.

British to AMERICAN terms

<b>British term</b>	<b>American term</b>
accumulator	battery
actuator	switch or servo
Arctic	articulated lorry = "tractor trailer"
baulk ring	synchro ring
bonnet	hood
boot	trunk
bulkhead	firewall
choke tube	venturi
core plug	freeze plug
crocodile clip	alligator clip
crosshead	Phillips
crown wheel	ring gear
cubby box	glove box or glove compartment
damper	shock absorber
drive shaft	half shaft or axle shaft
drop head coupe	convertible version of 2 door coupe
dumpy screwdriver	short screwdriver
dynamo	generator
earth	ground
estate	station wagon
fascia	dashboard
fixed head coupe	2 door coupe
frogeye	bugeye
Gallon (Imperial)	5 US Quarts
gearbox	transmission
gudgeon pin	wrist pin
hood	convertible top
jointing compound	gasket sealant
lorry	truck
mole wrench	Vice grips
monocoque	unibody

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# Four Speeds & Drum Brakes

Tom Tate



Some stories are easier to tell than others. As much as I try to make these tales entertaining sometimes they just get too technical and I know that I lose my audience. Columns that cover the races that I attend put some readers to sleep because they just can't put themselves in a 50-year-old speeding car. My idea of fun is rummaging through boxes of parts or walking through junkyards searching for overlooked treasures. Sometimes those discoveries make great stories.

Because of the years that I have done this column even friends will say, "I see a column coming" when I tell them about things that happen with the cars I own or see. As I face difficult situations, whether car related or not, I always think about the story I'll have to tell when it's over. This is one of those stories.

As most know I have been working on a '57 356 sunroof coupe for the last five years doing a total restoration. While I don't do metal or paintwork, I enjoy taking things apart and putting them back together. This one owner car is a match to my

***As most know I have been working on a '57 356 Sunroof coupe for the last five years doing a total restoration.***

Speedster and I have taken the time to really do it right as I intend to show the car when it's done. A few missing parts delayed the schedule this year so the shows season went by without me but It was finally completed before the leaves began to turn.

The last challenge was the gearshift linkage that didn't want to give me more than two gears at a time. As I adjusted the gear lever I could only get 1st and 3rd when I moved the base back or 2nd and 4th when I moved the base forward. I took the cover plate off the floor that allowed access to what we call the monkey motion linkage to find that there was no safety wire holding the locator bolt in place. That was the first clue, without that bolt the shifter was never going to find all the gears at once, there was too much stuff moving around. Getting that in place and moving the shifter around to test it was a contest because the seats were in place and it was tough to reach around them. The new, factory correct, headrests are so big that reaching over the seats would require arms a lot longer than I have. Finally in place, bolted down and safety-wired, everything

worked great.

Now that all the systems working the final task was to drive the car back over to the Bob Lundell who painted it back in 2009 for a final buffing. With a Porsche Club gathering coming up the following Sunday I made arrangements to take the Puddle Jumper to Hansen, MA on a Tuesday morning so that I could catch a commuter rail train into work and leave the car for a couple of days. The weather forecast checked out, no rain, and I made an appointment to stop by my dentist, which was on the way, to review some work he had done. I always like to do more than one task at a time, besides the car was running great and I was really beginning to enjoy it.

I noticed on an early shakedown ride, before the engine came out to look at the clutch, that the newly upholstered seats were so high that my head rubbed on the sunroof. My first Porsche was a sunroof coupe and while I'm tall, I never had a headroom problem. Since the seats had been restored I figured that just some time in the seat would solve that so to speed up the process I put a 50 lb bag of cement in a couple of heavy plastic bags and in less than a month I fit right in like it was made for my backside. This ride was starting to feel really good.

Early on that Tuesday morning I was buzzing down Rt. 128 to Rt. 3 south and having a great time. Lots of waves and thumbs up and it was the morning rush hour. And I knew that it was going to look even better after the final buffing.

I parked at the far end of the dentist's lot; you can't be too safe with a restored 54-year-old car. As I was leaving, a fellow who was coming in for the day walked over to ask a few questions and tell me how good it looked. I buckled up my seat belt, put my cell phone in my pocket and started to the exit. I was about five parking places from the curb, moving about 3 mph, looking straight ahead at the street when I heard a noise and felt the car moving to the left. I looked to the right to find the entire window covered by the back of a Jeep Laredo. I never saw it coming. Everything stopped quickly and I was out of the car as the driver pulled back into the parking spot causing additional damage as the hitch ripped a hole coming out of the rear fender where it had lodged.

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# Flat Sixer

John Bergen



For this month's column I honestly had no idea what I was going to write about. I haven't had a chance to do any driving and I have not done much of anything other than work. Not exactly the things that thrills are made of. So it was a huge surprise when I was out at dinner with a guy I know along with my friend Matt, who are both into motor sports, when the guy I know asks me if Matt and I wanted to head out to Monticello with him.

I kind of hemmed and hawed and said that you know I'd love to but it would be a pain for me to get my car down for a single day. To this lame excuse he replied that I could drive one of the cars the club has. With that excuse eliminated I then had to give this proposition some serious consideration. So my friend checked with the track to see what days they had available and I checked on what day I could take off from work.

Fortunately the stars were coming into alignment. I was able to take Friday, October 14th off and that day was open for driving. Woo-hoo!

## ***(T)he three of us got into the passenger seats of some Cadillac CTS-V's and driven around by three of Monticello's instructors.***

Houston we are good to go. This all took place in the matter of days and at that time the weather appeared like it was going to cooperate. Of course I was so busy with work and home that I didn't have a chance to check out any videos or maps about the track nor did I bother with the weather since in my mind a bad day at the track is better than a good day at work.

All I had to do was to remember to pack my helmet, shoes, gloves and HANS device and I would be all set. The night before I was due to head to the track I took the opportunity to visit my parents in New Jersey. This guaranteed me a great meal, comfortable bed, and a short drive to Monticello, New York. Plus my parents would be happy to see their prodigal son. Of course my Mom was all concerned about me driving some strange car, on a strange track, and possibly in the rain. Of course I assured her that there was nothing to worry about and that her little Johnny would be fine.

In the morning, the weather was a bit unsettled and the weathermen were predicting showers and possible thunderstorms. I was still hopeful

that we wouldn't be impacted by the weather. The drive from my parents to Monticello was pretty easy. The only wrench in the machine was a closed exit, but luckily my GPS had no problem finding an alternative route. Then before I knew it I was on Cantrell Road and wouldn't you know it I drove right by the entrance to the track. I did see what I thought were some turn offs for corner workers but I had to double back and keep my eyes peeled for a grand entrance.

I did find the entrance on my second pass and pulled into the gate area to check in with the security. When I pulled in, a nice woman working the main gate met me and after signing in I was allowed to proceed on my way. I then drove a little bit further and came upon what I would learn was the North Club House. Once inside I found my friend Matt and our host Paul waiting for me. It was only 9:00 am and the weather seemed to be holding.

After filling out some paperwork, the three of us got into the passenger seats of some Cadillac CTS-Vs and driven around by three of Monticello's instructors. My instructor was a woman named Susan who has been instructing for a while and she gave me some good pointers about the track. She did a great job giving me a crash course of the track in about four or five laps. Susan also pointed out areas where there was standing water because of the rains that had come through the night before. This water she explained would most likely be around for the day but that for the most part the track had great grip and I would be fine as long as I kept my wits about me. Like I said, after she drove me around for four or five laps we swapped seats and I drove the Caddy.

Susan wanted to make sure I knew the track, so one of the things she had me do was call out the upcoming turns as we drove around. After getting onto the track you quickly come up to a turn called "Patience" which is aptly named since you want to wait before turning in. Then you come up to a turn called "Prudence" which is where you can begin getting onto the power as you head up to the "Carousel." The only issue today was the standing water as you come out of Prudence so you have to be smooth.

The Carousel was a bit wet on the inside so Susan had me stay wide with the Caddy. She did tell me that the Miata should be able to get inside

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# Minutes Of The Board

Amy Ambrose – October 12th, 2011 NER Board Meeting



Called to order at 7:53 pm. Meeting was hosted by Adrienne Ross at Grimsbys in Stoneham. Present were Charlie/Martha Dow, Matthew Wallis, Adrienne Ross, Bill Seymout, Chris Mongeon, Fedele Cacia, Bob Cohen, Steve Ross and Amy Ambrose.

We discussed awards for annual dinner - some of which are obviously surprises.

Bill Seymour reported on the final Autocross of the season. 73 cars which with the best turnout of the year. He organized an awards dinner at a local restaurant "31 Main". There was a report afterwards from a different restaurant who complained about all the car clubs who parked in his parking lot. Bill reached out to him and said it would be addressed since we all were unaware there was an issue. Also the autocross department will need new pylons and fire extinguishers which will be purchased in the spring.

Charlie and Martha Dow outdid themselves with the Fall Tour this year which was an amazing lunch/tour hosted by Mike Kittredge.

Membership report - totals 2399 ( 1416 primary plus 983 affiliates). 17 new members, 3 transfer ins and 13 transfer outs (all of those were out of state and originally joined our club by mistake).

Treasurer report - voted/approved as presented.

Administrative report - November 12th photo contest from 12-3 at Museum of Transportation in Brookline; December 3rd annual dinner at Oakley Country Club; 410 Belmont Street; Watertown as well as a silent auction.

Denise McCluggage has been booked to speak to us the evening of January 6th; venue to be determined. Stay tuned.

Paul Russell event will be January 7th; pre registration is mandatory; cost is \$10 donation to Angel Flight NE. Space limited to 100 people.

February 18th Prescott Kelly, Porsche historian has been booked to speak to us. Location TBD.

Early in February the new 911 will be unveiled. Two dealerships have volunteered to hold gaherings at their facilities, one is in the North Shore and the other is in the South Shore.

May we will possibly have another Collings Foundation event  
Meeting adjourned at 9:26.

Next one at Fireflies Marlborough  
November 9th

## Happy PCA Anniversary

### Thirty-Five Years

Donald G. Morrison

### Ten Years

Christian Boudman

### Thirty Years

Patrick J. Ahearn

### Five Years

Wally P. Foster

F. Menschel

### Twenty-Five Years

Ann M. Lord

A. John Pappalardo

Scott Stevenson

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# Ahead of the Curve

Fedele Cacia



So I'm cleaning my car at the Plymouth "Cars and Copters" car show, which, by the way, with over 800 cars, was absolutely amazing.

When someone asked me... "If you could have any car here, which one would it be?" I replied... "I'm still cleaning my car and haven't had a chance to look around much yet but if there's a Lamborghini Murcielago, that would be it! To which a friend listening on said... "Oh, there's one of them for sale at H\*\*b C\*\*\*\*\*s in Sudbury.

It's a 2005 with 5,000 miles in yellow for just \$158,000.

Well that's out of my league but the price sounded too good to be true.

So sure enough the first chance I had late Monday morning I made the call; "Sorry sir, it sold this morning!" I was informed.

I wanted to go and see it anyway, so over I went in my construction truck, old jeans and holes in my steel toe cap boots, convinced that they would throw my a\*s out of there!

To my surprise the Lamborghini sales manager

***"Here is the key" the sales manager said, "jump in and start her up" Who, what, me! I had that beast purring with in 10 seconds.***

was extremely pleasant and very approachable, after showing me most of his inventory and talking cars for about an hour I was about to leave, when he asked me if I had a minute, he had something to show me that I might like. Hmm, let me see, I had the feeling that complying would be in my favor!

I followed him carefully through the showroom, across the service shop and following his cautions over the construction debris (where I felt at home) in the soon-to-be Lamborghini showroom trying not to step on his heels in my anxiousness in anticipation of what I was about to discover around the next corner.

And there she was, sitting in all her glory looking like it was ready to pounce at anything that was foolish enough to challenge her, a brand new flat black Lamborghini Aventador!!!

If I had been asked to sign a document to sell my soul at that moment I have no doubt that I would have taken all of one second to make up my mind. I have never seen a more stylish and impressive looking machine in my life.

"Here is the key" the sales manager said, "jump in and start her up." Who, what, me! I had that beast purring within 10 seconds.

Lamborghini LP700-4 Aventador  
Aluminum V12 6.5 liter naturally aspirated mid-engine.

690 hp and 509 pound-feet of torque

0 to 60 in 2.9 seconds

Top speed: 117mph

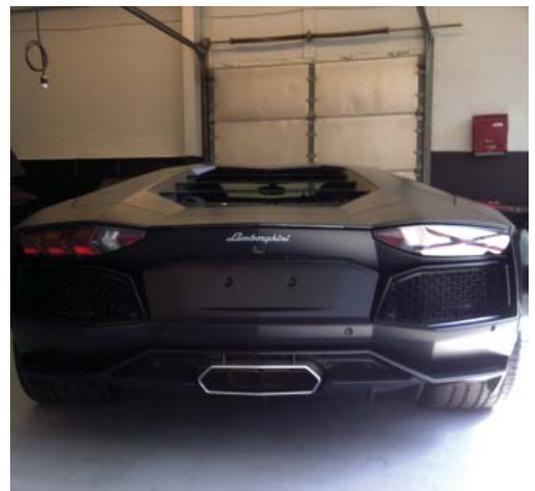
It red lines at 8,250

With a Full Carbon Fiber Chassis its dry weighs is only 3,472 lb

I was sold, then came the bad news, \$420,000.00 I really love my Porsche!!!



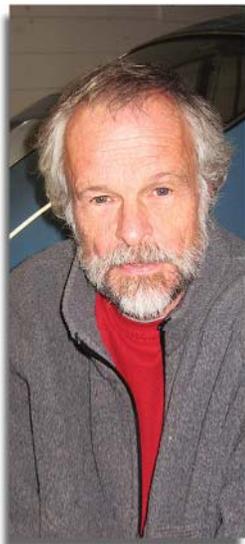
*Aventador!*



*Aventador!*

# The Long and Winding Road

Bill Seymour



This is being written a few days after the last NER autocross event of the year and so I'll take an easy path and offer a few thoughts about the season. The Autocross Committee will be meeting over the winter to plan for next year and we'd love to have whatever feedback you'd like to provide. So, after reading this, pick up your mouse or iPad and drop me your thoughts on how we can do a better job next year.

The season ended on a high note (of varying degrees based on consumption) with the First Ever Autocross Party. We had a crowd of about 50 autocrossers and spouses (some of whom are also autocrossers) at Thirty-One Main restaurant in downtown Ayer. This is our usual post-event watering hole and they did a nice job of serving dinner and supplying an excellent choice of craft beers. We recognized the season winners (see article elsewhere) and gave out a couple of awards. Overall it seemed like everyone had a good time

***We had some problems at the beginning of the year.... with (the) the timing equipment but we seem to have enough people who know that job.***

and, failing to hear otherwise, we will plan to do it again.

Likewise, the last event went well. Finally we got great weather and had the best turnout of the year. Note that on our two horrible rainy days we got 49 and 56 drivers while on the better days we got 68, 70 and — last event — 73 drivers. We were planning to run until 5:00 pm so that we could go directly to the party but actually weren't all buttoned up until a little after that (we had some trouble with timing lights and a little more trouble with management — oops, that's me — and workers). Still we were able to fit in our "Beer Run" gimmick which people seemed to like. So here's your chance to give me some feedback. Which would you prefer: do eight runs and end as early as possible, do more than eight runs and count them all, or do eight runs for the event and a few fun runs using some gimmick (new course, run course backwards, teams, etc.)?

I think our events ran pretty well and got better as the year went on. We had some problems at the beginning of the year with an inadequate number of people trained on the timing equipment but we now seem to have enough people who know that job. We are trying to move in the direction

of having "permanent" workers (well trained people doing worker captain, control, timing, tech, etc.). We are also considering pre-assigning workers before the event. It's a tricky balancing act between a more laid back "club" atmosphere and a "professional" organization that works well but that newcomers may find hard to break into. For example, we want to keep last minute "day of event" registration available but that can mess up run groups and worker assignments (other clubs like BMW only have online registration that sells out well in advance). And another problem — prepare yourself, this is shocking! — is that there are some people (not you, of course) who do not take their work assignment seriously or appear to be incapable of following simple instructions (how can you afford a Porsche yet not be able to replace a cone into a chalked box?). None of us want to be a disciplinarian but is it better to be stern (and annoy the person called out) or to cause the other

72 drivers to lose a run because of delays? So, another chance for feedback: send your thoughts on how to organize the autocross workers, sequence the day, provide training, penalize those who aren't cooperative, etc.

But let's end the season's summary with a personal story that illustrates the positive aspects of our club's autocross events. My daughter Nora competed at the last autocross (her first of the season, perhaps fifth event ever) and had Ollie Lucier riding with her as instructor. As her times steadily dropped, she was nip and tuck for second place (she'll get me some day, but not yet) with a first timer named Sunip Arora (a very nice fellow who will be a strong competitor next year). Nora was 0.2 seconds behind as she staged for her last run but — what's this? — Ollie is not in the passenger's seat! My wife (not a tiger mom but not wholly uncompetitive either) assails Ollie with "jump in and help her!" but Ollie replies with his version of "the student is ready"/Kung Fu grasshopper sort of thing so off she goes on her own... and goes almost a second faster (we won't go into power-to-weight ratio calculations). Fist-bumping for Nora and Ollie, Mr. Arora says he had the time of his life and can't wait for next season, young and old happy, men and women happy, what an event!, what a club! Well, anyway, see you all next year.

*continued on page 39*

# The NOR'EASTER is all about *Your Club!* Let's make it *Ours!!*

**NEW!!**

## Letters to the Editor!!

I'm asking **YOU**, the Members to

send  Letters



to **ME**,

the Editor!

OR... email letters and/or photos to me at:  
[aross@porschenet.com](mailto:aross@porschenet.com)

Does your Porsche look like this?



**NO??**

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Even if you've been a member for 30 years, I still haven't seen your car, and hundreds of other members haven't either!

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Please send hard copy pics to:  
**Adrienne Ross**  
PO Box 760727  
Melrose, MA 02176  
Put in a self addressed stamped envelope and I'll mail 'em back to ya.

## WAR STORIES??

You know what CAR enthusiasts like? War stories...

Good or bad, we all like a good car story. Do you have one to share? We'd love to hear/print it!

Before and after pics? We love those too!! Tell us your car story!



## tips...

Driven that Porsche for 25 years, and think you know it all?

Tips of the trade, car covers, types of tricklers, fuel additives, or winter storage.

**TIPS WANTED!!**





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# 2011

## Zone 1 Autocross



### Rescheduled November 19 - 20, 2011 Tobay Beach Long Island, NY

#### The Event

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

#### Cost

\$60/person early bird-registration on or before 10/15/11  
\$85/person after 10/15/11  
\$45/person for a Saturday evening Bar-b-que and lunch both days  
Amounts are for one or two days  
Online registration via clubregistration.net only.  
No on-site registration.  
Registration will open 9/15/11 and close 11/17/11

#### Host Hotel

Best Western Woodbury Inn  
7940 Jericho Tpke  
Woodbury, NY 11797  
Phone: 516-921-6900  
Rate: \$89.00/night tax  
Refer to Code: "Porsche Club of America"  
for group rate.  
You must book by 10/18/11 for group rate

#### Event Contacts

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

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

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

## 2011 Calendar At-A-Glance

### November

- 9 Board Meeting
- 12 Check the website for replacement event

### December

- 3 Annual Dinner
- 7 Board Meeting

## Call for Action for the Auction for Angel Flight

With the annual gala coming every closer, it's time to think hard about what you can bring to the table so-to-speak.

This year, we will once again feature our well received silent auction to benefit Angel Flight Northeast, who gives so generously of their time and money to help children all over the country.

We're looking for any and all sorts of contributions from gift baskets with themes like coffee, or movie night, to services that can be rendered. Are you an attorney? Maybe you could donate the service of composing a will.

Maybe you're an accountant and can give an hour or two of your time? Can you teach someone a skill? Maybe you could donate lessons - from piano, to horseback riding - the people in Porsche Club like all sorts of things. Do you run a business? Maybe a gift card could be your donation. Use your imagination, and the sky is the limit, and the potential is huge!

Contact [Cohen.K@comcast.net](mailto:Cohen.K@comcast.net) or [aross@porschenet.com](mailto:aross@porschenet.com)



*Fantastic offerings from last year.*

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# ~~NER's Not-Quite-Annual Photo Contest!~~

**Please check [www.porschenet.com](http://www.porschenet.com) for a replacement event.**

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

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

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

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

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

Questions please contact Steve Ross by email at [SLR944@AOL.COM](mailto:SLR944@AOL.COM)



# 2011 Annual

It's time to mark your calendars for the Northeast Region's premier social event... the 2011 Annual Dinner Gala.

This year the event will take place at the Oakley Country Club in Watertown, MA. Break out those formal clothes and dancing shoes and join your Porsche Club friends for a night of socializing, door prizes, food, drinks and the kind of fun we look forward to all year long. An extended cocktail hour allows for more meeting and greeting of friends will start at 6:00 with plenty of hors d'oeuvres. These great choices for dinner will appear at 7:30. The chefs at the Oakley Country Club will wow us with your choice of:

- Atlantic Salmon with Dill Beurre Blanc
- White House Chicken
- Filet Mignon on crispy crouton w/ roasted tomato and rosemary burgundy sauce.



All dinners will include hors d'oeuvres, soup, salad, side dishes, rolls and butter and dessert and coffee. Contact Karen Cohen if you have food allergies or special dietary requirements.

Of course, there will be music and dancing after dinner and the awards presentation... and plenty of time for after dinner cocktails and socializing with Porsche friends. Check your November Nor'easter for more details and directions. Meantime... mark your calendars and send in your reservation!! See you there!



*Once again, NER is holding a Silent Auction to benefit Angel Flight, NE. This was a great success last year, and we hope to have lots of wonderful items for you to bid upon. Payment can be made in cash, check or by major credit card the night of the event!*

# Dinner Gala



*The*  
**OAKLEY COUNTRY CLUB**

410 Belmont Street  
Watertown, MA 02472

December 3rd, 2011  
6:00 Cocktails & Hors d'oeuvres  
7:30 - 11:00 Dinner & Dancing



**Reservations OPEN NOW!**

## Reservations

**Deadline**  
November 25, 2011

Late Registration  
November 26, 2011  
Price Increase!



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

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

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

Phone (evening): \_\_\_\_\_

E-mail address: \_\_\_\_\_

Total # of people \_\_\_\_\_ x \$55.00 per = \_\_\_\_\_ Total Enclosed

Late Registration: After Nov. 25 price is \$70.00 per.

Make your check payable to NER / PCA

Mail to Karen Cohen, 110 Harvard Road, Bolton, MA 01740

Questions? Contact Karen Cohen at [cohen.k@comcast.net](mailto:cohen.k@comcast.net)

- Atlantic Salmon
- White House Chicken
- Filet Mignon

Food Allergies and Vegetarian requests will be taken. Contact Karen Cohen.



## Sorry, But it Just Was Better Then

Save the Date!! (Venue TBD)

Denise McCluggage has known the racing world from three viewpoints – as a journalist, as a driver and as a woman.

As a journalist she started writing about cars when all Ferraris in the country would fit in one parking lot. Writing for Competition Press from its first issue she later was its sole editor and publisher. Now when it is AutoWeek she writes a monthly column. Her website is [denisemccluggage.com](http://denisemccluggage.com) on which she writes McBlog, prints new and vintage stuff and sells racing photos from the '50s and '60s.

As a driver she started racing while motorsports editor of the New York Herald Tribune. From Jaguar to Porsche, Lotus, Maserati, Cooper, OSCA etc. In 1961 she was first in GT at Sebring in a Ferrari 250 GT SWB (S/N 1931.) In 1967 at Sebring the NART Spyder (S/N 9437) she was driving was the only one out of six Ferraris, factory or privateer, to finish. Her last serious race was that same year in a Ferrari 275GTB owned by Bill Harrah (S/N 9015.). In rallying she won her class in the Monte Carlo Rally in 1964 in a Ford Falcon.

As a woman she saw a different side of Fangio, Moss, Phil Hill, the Rodrigues brothers etc. Fact: guys tell girls more than they tell other guys.

She will talk about the more than half a century she's been involved with cars but mostly she'll answer your questions.



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## Tour of Paul Russell and Company Saturday January 7, 2012 Starting @ 10:00 AM.

It's that time again...for one of our most highly anticipated tours available to our Club... time to tour Paul Russell and Company, one of the world's finest automobile restoration shops, located here in Essex, MA. NER holds this event every other year or so, and it never fails to "sell out!" This place is truly special – and you would be hard pressed to find another restoration shop so committed to restoring and in some cases, re-creating fine examples of automotive art and technology with such attention to detail. During past visits, we have heard many stories of how original techniques, employed by the craftsmen who originally hand-built these cars, are used today to achieve the ultimate in authentic restorations. To quote Paul Russell from an article which appeared in the January 2008 edition of Car Collector, "... It is history we are dealing with and we are not rewriting the story but putting it back the way it was, doing the work with a real focus on authenticity, and that is a great evolution, that's how far we've come in 30 years."

A visit to Paul Russell always includes the opportunity to see the most rare and exquisite cars—classic Mercedes, Bugattis, pristine early Porsches, Ferraris and more. This is the shop that Ralph Lauren and Jerry Seinfeld rely on to restore or preserve their classics. Starting in 1978 as the Gullwing Service Company, Paul Russell has always maintained the highest standards in servicing every aspect of their clients' cars. Our host at Paul Russell is 30+ year PCA and NER member Alex Finigan. A founder and partner of Paul Russell and Company, Alex is still a down to earth, totally committed car guy. His passion for and knowledge of all aspects of classic cars is immediately apparent and he gives an excellent and informative tour. Alex will guide us through the whole restoration process from disassembly, panel building, mechanical, paint and, finally, to reassembly. Be prepared to be astonished.

This event is limited to 100 members, and is always oversubscribed so enter early. Reservations must be made in advance via Club Registration.net <http://www.clubregistration.net/> The cost is \$10 per person which will be donated to our charity Angel Flight NE. YOU MUST BE PREGISTERED TO PARTICIPATE. Our tour will start promptly at 10:00 am, and Alex would like us to be finished by noon. Coffee and donuts will be provided by NER.

**Please remember that photographs cannot be taken inside the shop.**

Directions:

Paul Russell and Company is located at 106 Western Avenue, Essex, MA 01929. Telephone (978)768-6092. Follow Route 128 North to Exit 15, labeled "Manchester/Essex." Turn left at the ramp stop sign, crossing over Rte. 128 toward Essex. Follow this tree-lined road (School St.) for about five minutes into Essex, where you come to a stop sign. Turn left (West) onto Route 133. Go approximately a half-mile (past restaurants and antique shops). Leaving the Periwinkle Restaurant on your right, turn left (South) off Rte. 133 onto Route 22.

Approximately a half-mile along Rte. 22 you will see on your left a sign for 106 Western Avenue, "Gullwing Service Company dba Paul Russell and Company." (If you come upon the Essex Building Center on your left, go back.) The entryway passes over a small stream. Our front entrance is at the far right end of the complex, around the corner at the top of a small rise. We are about 4.5 miles from Route 128. Questions, please direct to our Administrative VP Fedele Cacia at [fedelecacia@verizon.net](mailto:fedelecacia@verizon.net)



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# Porsches and Polo at Myopia Polo Club

Copy and photos by Adrienne Ross

Our annual visit to Myopia Polo Club was again a huge success with 30 cars all lining one side of the polo pitch. Lots of great folks turned out in well polished, gorgeous cars.

As usual we had our picnic contest. Amy and I were the judges this year, with special tasting guest Sandy Cotterman, and Virginia Young, our candidate for Membership chair 2012. We dutifully tasted the wares, as well as observed presentation and concept. Fedele's family all wore bright yellow shirts that matched their wide body yellow 911. Ann and Henry, last minute entries (they decided the day before they were going to come) presented a beautiful basket complete with wine, cheese, and other delicious temptations. If this were a wine tasting contest, the judging team would have never made it out! Betty Mae came very, very close to winning with some delectables that were out of this world!!

In the end though, the entry that took our breath away (pictured below) was set up in the front boot of a beautiful black 911. We were just about to make fun of this wonderful young couple for not being finished, when we looked up, and a collective "ooooooh" escaped us simultaneously!

It was a whole lot of fun on a beautiful Sunday afternoon. An event I highly recommend.

Best overall Picnic winners were Chris & Dania DeGrace

Best newbie prize went to Anne & Henry Luhrs

Boobie prize Michael Orsini (Qiznos's feast)!

P.S. - I've STILL not gotten my prize from last year!!!!



*We love Ann.*



*The winning Entry in the Picnic contest.*



*We saw some really beautiful ponies.*



*Replacing divets.*



*Michael goes with the take-out picnic.*



*Fedele and his family all dressed to match his yellow wide body!*



*Porsches and Polo was held September 11th. The players marked the occasion with a beautiful ceremony, and a moment of sience, it was very moving.*

# Brunch at Eyespot

Copy Adrienne Ross, photos by Bob Cohen

Our Sunday brunch at eyespot brought together a lot of beautiful cars on this warm fall day. The parking lot was to capacity with Porsches, and we drew quite a lot of attention!

Inside guests nibbled and mingled, and tried on different eye wear. They even carried Porsche Design, a favorite among the crowd inside.

Taking up 4 huge television screens, we watched fantastic video of inside the Porsche factory, from cars on the assembly line to the test track just outside their door. A spectacular and informative video if you ever get a chance to see it, you should.

Thanks to eyespot for having us.



Friends, old and new.



lots of goofy fun to be had in the Porsche Club!



We check out the video, while they check out the prices!



Does this need a caption?

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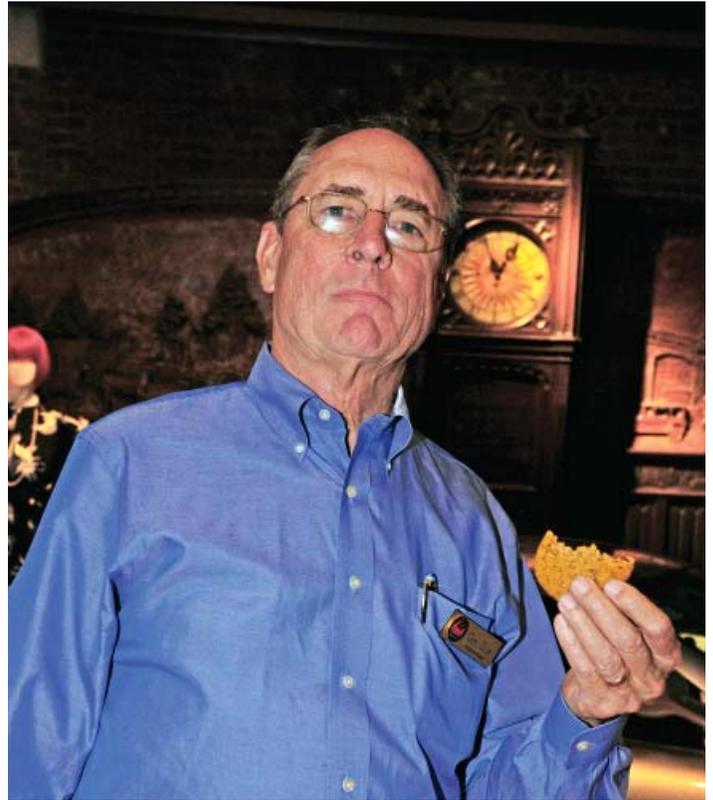
**PORSCHE**

# NER Auction at Larz Anderson

Copy by Adrienne Ross, photos by Jon Barron

A small but enthusiastic crew populated the auction at Larz Anderson. Although they canceled the much anticipated swap meet, the Porsche Club still turned out and made themselves comfortable as they shopped the wares, and bid on some great stuff!

Thanks to Tom Tate for once again taking over as auctioneer. He always does a wonderful and entertaining job.



Our Auctioneer Tom Tate!



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# Fall Ramble to Saratoga Auto Museum

Copy by Richard Sofka Photos by Eileen Crowley-Sofka

Porsche is celebrating its 60th Anniversary of Porsche in North America, and the Saratoga Auto Museum is also honoring the event. The Fall Ramble headed off to join in the festivities in Saratoga Springs, NY for the opening of the Porsche exhibit at the Saratoga Auto Museum. The gala event honored New York Porsche racer Joe Buzzetta.

The Ramblers headed from various locations to rendezvous at the Adelphi Hotel in Saratoga Springs on Friday, September 30th. Friday was on your own schedule, but plans were to meet at the Maestro Restaurant lounge for beverages of one's choice prior to having dinner. The restaurant was steps away from the hotel, which was very convenient. After a bit of socializing, dinner was served in the dining room. Great food was had, many stories were exchanged, and plans were hatched for the next day as the evening began to wind down. Early to bed, early to rise as the saying goes.

On Saturday early morning breakfast was provided to the Ramble participants at the Adelphi Hotel. A driver's meeting was held promptly at 8:10 in the ballroom to articulate the ground rules of the event. As is usually the case, there were modifications to the route that had to be explained. Two additional options were presented; the first, an addendum avoiding the yard sales in Warrensburg; the second, an addendum to the addendum avoiding the road that recently had pea stone put down. We chose to avoid the yard sale, but followed the "first addendum."

As the ramble started, a refueling stop put us at the back of the pack. As a matter of fact, we never saw the pack. This made navigating through the beautiful countryside of Saratoga County a little more challenging, but relaxing and enjoyable. Despite the intermittent rain it was fun. Hey, that's why the cars come with wipers!

Interesting sights along the way included a house with a



'72 RS 2.7

fence made of downhill skis, a sign advertising "eggs so fresh you'll want to slap them," and a house with the railings made of snowshoes (lots of snowshoes). The route itself was quite scenic, with hills and dales and interesting architecture. Leaving Saratoga Springs we rambled to Sacandaga Lake, then followed the Sacandaga River north. Route 30 and Route 8 offered an opportunity to stretch the legs of the 911. Mist rose upwards from the forests giving a visual clue that fog may be ahead. Sure enough the fog slowed us down, but we got through it, and continued on. The hills had the color of fall; this area must be pretty all seasons of the year.

Finishing up we followed 9N south... huh? We had to think about that one. I thought it was 9 north, but my trusty navigator said it is south on 9N. Okay.

Once back to Saratoga Springs after the morning ramble, it was time for lunch at Lillian's. This was a block away from the hotel; again, convenient. The lunch was more like a buffet dinner; choices included chicken, salmon, and beef. More than

*continued next page*



Prototype?



Good frineds.

Continued from previous page

enough to eat, I don't think anyone left hungry.

Saturday afternoon was on your own. We did a little window-shopping along Broadway, then, headed back to the hotel to relax. Saratoga Springs is noted for their horse racing in the summer months. But the arts are also featured; concerts and exhibits dot the calendar. Mineral springs are available for "the cure." There are a number of museums in the area highlighting art, automobiles, and local history. Who knew that the National Museum of Dance and the National Bottle Museum were in the area? Not me.

Saturday night was the gala Drive For Excellence Dinner honoring Joe Buzzetta at the Saratoga Auto Museum. The dinner was part of the "Porsche: 60 Years of Speed and Style in North America" exhibit. Joe was joined by two of his fellow racers, Vic Elford and Scooter Patrick. The trio recalled their memories of racing over the years, and shared some entertaining stories of life as Porsche factory drivers. Joe Buzzetta was the first American on the Porsche Racing Team. From hillclimbs to racing and winning at the Nurburgring, Joe was there.

More food, as if we did not have enough at lunch, was served as we waited for the reminiscing to begin. The dinner was held within the exhibition hall surrounded by Porsches. Most were from the era in which Joe raced. The 910 in which he won the Nurburgring, a 904, a 906, a 908, and a number of 356s were

*continued next page*



'66 906-103



'71 914 GT6

*Continued from previous page*

displayed. Also shown were the 1971 Daytona-winning 914/6 GT, a 959, and 1973 911RS. The centerpiece of the show was the 918 RSR sitting front and center in the main hall. The 918 RSR was only shown at the museum for the weekend, then, it was off to Quail Lodge in California for another show. The 918 RSR takes technology from the 911 GT3 R Hybrid; using brake technology it stores energy in two electric motors to give an additional 200 hp in a burst. My understanding was this is the only 918 RSR in existence at the present time. And, it has only been tested at the Porsche testing facility at Weissach. Neat stuff and a vision of what racing might be in the future.

On Sunday morning, we had another excellent breakfast at the Adelphi. The rain started back up just as I was loading the car for the trip back home. Not to worry, the wipers were tested throughout the weekend and worked just fine.

Many thanks to Joyce Brinton and Bruce Hauben for the wonderful Fall Ramble they put together. As mentioned earlier, there were adjustments to the route that Bruce and Joyce did on Friday morning before we all arrived. Their work was never done.

We look forward to the Spring Ramble to Stowe, VT. Thanks again.



*Dinner at the Museum.*



*What a sight!*



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918R



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# Awards Dinner

Copy and photos by Bill Seymour

The last NER autocross of the season was held on October 8th and it was immediately followed by a party for the autocrossers at Thirty-One Main restaurant in downtown Ayer. About 50 of our intrepid cone-punters (actually that number included some non-cone-punting spouses) enjoyed great beer and a nice dinner while bemoaning the end of Devens car action for the year.

Following dinner the season series winners were recognized (see accompanying table) and two special awards were given. Brian Halbert (son of Neil who is getting a little nervous as Brian's times close in on his) won "Rookie of the Year." Chris Ryan won the well-deserved designation as "Worker of the Year."

Thanks were also offered to the autocross committee (Neil Halbert, Noel Swartz, Steve Ross, Georges Rouhart, Jon Cowen, Tom Frisardi, Bill Seymour); to Registrar Jon Cowen and assistants Ash Perkins and Emilie Cowen; and to course designers Steve Lefebvre and Ron Mann



The celebration with friends.



Everyone's a winner!!



AX Worker of the Year Chris Ryan.



Neil Halbert accepting Rookie of the Year for son Brian

# Autocross #5 Sponsored by German Motors

Copy and photos by Bill Seymour

The weather gods finally smiled and we had a perfect day (don't tell me it was too hot!) for the last autocross of the season: bright sunshine and temperatures in the 80's. Due partly to the weather but also to "last chance to run before the snow flies" we had the best turnout of the year with 73 drivers, including eight "first timers." In addition we had a great response to the new "Taste of the Cones" (\$20 to Angel Flight gets you passenger rides with experienced autocrossers) with six people signing on to have their lunch moved back towards their mouth.

The racing was good on an interesting course designed by Scruffy (Steve Lefebvre). Since this was the last autocross of the year, there was some excitement over who would be the season series winners. Some, but not much, as the only class that was truly up for grabs was Class 3R where Bob Canter and Chris Ryan started the day tied. Chris Tuck showed up for the first time this year and won the class by more than a second but Bob and Chris had a nip and tuck battle for second (and the season win) all day long. On the next to last run Chris moved ahead by 0.019 seconds and there was a considerable crowd of spectators as they staged for their last runs. Chris took another 0.3 off on his last run while Bob couldn't improve, so Chris got the win.

Many other classes saw the usual suspects in victory lane: Fran O'Day in 1S, Sigrid Schnoerr in Class in 1R, Neil Halbert in 2S (Chris Hill getting closer and closer), George Rouhart in 2R, Steve Ross in 4S, Bill Seymour in 5S, Mark Schnoerr in 6S, Ollie Lucier in 7R (again, no competition — everyone is scared of

GERMAN MOTORS INC



him!), Scruffy in 9 (Gerard Mauvis and Greg Osche running nice times).

In the BMW class (actually the non-Porsche Class 12 but largely populated by BMWs and Minis) Jon Cowen co-drove Andrew Kessel's Z3 and graciously allowed the car owner to nip him by a tenth but they both fell to Mark Dudek in a Z4.

There were 15 cars in Class 8 (GT3, C4S, Turbo's and Cayman R — recession? I don't see no stinkin' recession!). Ed Moschella did well to get his Cayman R ahead of the riff-raff to claim second but couldn't get close to Jake Moreau in the GT3. But Jake was beaten by Scruffy for FTD by 0.7 seconds.

Class 3S saw a good battle with Steven James taking a one-tenth second win over Reid Van Gorder. Normal victor (and season champion) Noel Swartz mailed it in and was in third place.

Which brings us to the "Beer Run." To spice up the last event (and make sure we ran 'til 5:00 pm so we could go directly to the Autocross Party), we had a special one run contest. In the morning Scruffy had built a course section that replaced (and was longer than) part of the main course. After everyone had

*continued next page*



*Rosemary focused, and ready to go!*

Continued from previous page

done the normal eight runs, we switched a pointer cone and you got one try on the new, modified course. Each person's fastest run of the day (of the first eight runs) was subtracted from the time on this 9th run and the winner was the driver with the smallest increase. Got that? To add to the interest, drivers could put \$2 in a pot with the winner to take all. And who was that? Sandbagger Swartz collected over \$80! To his credit Noel proceeded to hand over all the money to the barkeep at Thirty-One Main, and many of us (thanks Noel!) got a free beer out of it.

So that's it, pretty good season. Please see the parallel article on the Autocross Party and additional autocross comments in my column. See you next year!



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## NER-PCA Autocross #5 - Sat 10-08-2011

Pos.	Class	Driver	Car Model	Total	Pos.	Class	Driver	Car Model	Total
1S		1 Francis ODay	914-6	83.649	6S		1 Mark Schnoerr	993 C4	70.857
1R		1 Sigrid Schnoerr	914	70.534			2 Christopher Lund	996	74.061
		2 Mark Schnoerr	914	DNF			3 Dara Ambrose	996	74.877
2S		1 Neil Halbert	944 S2	71.067			4 Benjamin Chang	996	75.358
		2 Chris Hill	944 S2	72.669			5 Joel Nevin	C4	78.785
2R		1 Georges Rouhart	968	70.09	7R		6 Guy Rodomista	996 C4S	78.991
		2 Bill Aubin	944	71.84			7 Bill Parquet	996	79.92
		3 Gordon Jillette	944	73.822			8 Alonna Barthart	02 996	96.442
		4 Lisa Roche	924 S	74.464	8		1 Oliver Lucier	Boxster	66.997
		5 Devon Yablonski	944	81.663			1 Jake Moreau	GT3 RS	64.951
3S		1 Steven James	911	74.922			2 Ed Moschella	2012 Cayman R	69.269
		2 Reid Van Gorder	964	75.041			3 Brian Cotte	C4S	70.058
		3 Noel Swartz	911 SC	75.136			4 Brian Light	GT3RS	71.375
		4 David Berman	83 911	76.216			5 Joe Kraetsch	GT3	72.499
		5 Kristin Larson	83 911	78.065			6 Thomas Pelton	04 GT3	72.608
		6 Christopher DeGrace	86 911 Targa	79.6			7 Susan Kelley	997 C2S	73.563
		7 Dania Magri	86 911 Targa	84.73			8 Henry Fisher	930	74.667
3R		1 Christopher Tuck	911S	71.376			9 David Peterman	997 Turbo	76.225
		2 Chris Ryan	911 Carrera	72.986			10 Jarred Martin	996	77.123
		3 Robert Canter	Carrera	73.04			11 Michael Machado	2011 Targa 4S	77.733
		4 George Skaubitis	RS America	75.066			12 Douglas Keslin	996 Turbo	77.891
		5 Dick Demaine	88 C2	76.479			13 Roger Cotte	C4S	80.742
		6 Jeff Johnson	911 Carrera	76.551			14 Eric Archer	996	82.252
		7 Christine Skaubitis	RS America	79.814	9		15 William Nerney	GT3 RS	DNF
4S		1 Steve Ross	Boxster	73.199			1 Stephen Lefebvre	GT3RS	64.275
		2 Art O'Dea	Boxster S	76.064			2 Gerard Mauvis	996C4s	67.163
		3 matt Malone	Boxster S	76.082			3 Greg Osche	Boxster S	67.789
		4 Bart Barnhart	Boxster S	80.885			4 Akira Mochimaru	904 Replica	70.443
		5 Greg Foster	Boxster	81.291			5 Christopher Fahy	87 911	70.853
5S		1 Bill Seymour	07 Cayman	70.771			6 Dennis Mascetta	87 911	75.252
		2 Nora Seymour	Cayman	76.794			7 aubrey Bout	930	78.876
		3 Sunip Arora	Cayman S	77.669	12		1 Mark Dudek	Z4	67.725
		4 Rosemary Driscoll	07 Cayman	84.168			2 Andrew Kessel	Z3	68.773
							3 Jon Cowen	Z3	68.918
							4 Chris Carter	Exige S	69.495
							5 Jong Shin	08 M3	71.366
							6 Audra Tella	Mini	72.191
							7 Ian McGuinness	Mini	73.845
							8 Emilie Cowen	BMW M3	75.555
							9 Katie McGuinness	mini	84.203
							10 Kyle Pelton	07 Altima	91.803

Top Time Of Day

Raw time: 50.039 2R 61A Bill Aubin

## NER-PCA Year End Championship Points

Pos.	Driver	Points	E-1	E-2	E-3	E-4	E-5
<b>1S</b>							
1	Francis ODay	36	9	9	9	9	9
<b>1R</b>							
1	Sigrid Schnoerr	36		9	9	9	9
<b>2S</b>							
1	Neil Halbert	36	9	9	9	9	9
2	Brian Halbert	18	3	6	3	6	
3	Chris Hill	14		3	2	3	6
4	Bill Aubin	11	4	4	1	2	
<b>2R</b>							
1	Georges Rouhart	36	9	6	9	9	9
2	Joe Kraetsch	25	4	9	6	6	
3	Lisa Roche	16	6	3	4		3
4	Devon Yablonski	14	3	4	3	4	2
<b>3S</b>							
1	Noel Swartz	36	9	9	9	9	4
2	Steven James	25	4	6	6	4	9
3	Reid Van Gorder	22	6	4	4	6	6
4	David Berman	12	3	3	3		3
5	Kristin Larson	8	2	2	2		2
6	Jack Goudreau	5	0	1	1	3	
<b>3R</b>							
1	Chris Ryan	27	4	6	9	6	6
2	Robert Canter	26	3	9	4	9	4
3	George Skaubitis	16	9	1	3		3
4	Dick Demaine	15	6	3		4	2
5	Jeff Johnson	13	2	2	6	3	1
6	Christine Skaubitis	5	1	0	2	2	0
<b>4S</b>							
1	Steve Ross	36	9	9	9	9	9
2	Art O'Dea	22	6	4		6	6
<b>5S</b>							
1	Bill Seymour	36	9	9		9	9
2	Duncan Dana	27	6	6	9	6	

Pos.	Driver	Points	E-1	E-2	E-3	E-4	E-5
<b>6S</b>							
1	Mark Schnoerr	36		9	9	9	9
2	Christopher Fahy	23	9	4	4	6	
3	Ted Shaw	19	6	6	3	4	
4	Lev Tabenkin	9	3	3	1	2	
5	Dara Ambrose	8	1	1	2		4
<b>7R</b>							
1	Oliver Lucier	36	9	9		9	9
<b>8</b>							
1	Jake Moreau	36	9	9	9		9
2	Thomas Pelton	13		6	2	4	1
3	Susan Kelley	9	4	3	0	2	0
4	William Nerney	3	3	0	0		0
5	Michael Machado	1	0	0	0	1	0
<b>9</b>							
1	Stephen Lefebvre	36	9	9	9	9	9
2	Gerard Mauvis	24	6	4	6	6	6
<b>12</b>							
1	Jon Cowen	30	9	6	6	9	4
2	Emilie Cowen	3		2	0	1	0



AX crew.

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Paid	Comp	Total on list	Printed
645	402	1047	1080
491	333	824	860
491	333	824	860
493	378	871	921
493	378	871	901
593	339	932	980
617	391	1008	1060
617	390	1007	1060
623	418	1041	1080
612	389	1001	1050
669	339	1008	1060
655	360	1015	1060
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The driver of the jeep, a guy about my age, did what we all do from time to time. Parked between a minivan and a full sized car, he backed out to take a look for traffic. The trouble was that the Tub was too low to be seen in the inside mirror and he hadn't checked the side mirrors. I actually wasn't struck by the car but by the extended trailer hitch that he uses to move his horse trailer. The jeep never came in contact with the Puddle Jumper, just the hitch. It pushed in the door, then punched a hole in the front of the rear fender, bounced off the tire, hubcap, and rim and then stopped behind the back of the tire inside the rear portion of the fender. Pulling forward that final two feet left another gash in that old German steel.

We stood there a moment looking at the damage thinking that maybe it was a mirage and would go away if we waited. The other driver felt terrible as he walked around the car and realized what had happened. He was an Austin Healey guy and knew the work that had gone into the wounded Tub before him. We called the local police and exchanged information. Since it was drivable and I wasn't far from the body shop where it had spent so much time, off I went to see Bob as planned.

The last time the car was there it was an empty, albeit shiny, shell. As I pulled into the shop Bob was standing on the left and saw the completed car from its best side. He was smiling and clapping with his thumbs up when I stopped and told him that I didn't think he needed to get the buffer out just yet. As he walked around the car to the passenger side I could see his face drop. I think he took it worse than I did. His work was damaged but he quickly added that he could fix it up like new. I told him that it was new as it now had 28 miles on it.

A call to Hagerty Insurance, a collector car insurance company that covers my car, was made when I got to the office and the process was put in motion. They made it easy, now I know why they're the best. The other driver had already called before I got to the office to apologize again, alerting the staff that it was going to be a tough day.

Now a few weeks have passed and I'm reminded again, as I was that day, that it's just a car and cars can be fixed. The checks have been cashed, the dents have been repaired and a complete repaint is coming soon. There really isn't an easy place to stop once the paint starts going on. So it's tail lights out, bumpers off, windows out, etc. It just takes a little time but this time I'm not doing the work. Bob is as much a detail person as I am, maybe more, so I know that the Puddle Jumper will look new again soon. My fall driving plans will be put off until spring. A setback, but not the end of the world.

Besides, now I have this great story to tell that is sure to end well. KTF

*Photos of "The Jeep Incident" by Tom Tate.*



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

MOT	DOT	sill	rocker panel
Ministry of Transport	Department of Transportation	Shooting Brake	station wagon
nave plate	hubcap	spanner	wrench
nose	front of car	split pin	cotter pin
paraffin	kerosene	spring washer	lock washer
pinking	knocking or pinging	squab	part of seat
prop shaft	drive shaft	suction advance	vacuum advance
petrol	gasoline	sump	oil pan
prise	pry	thrust bearing	throwout bearing
proud	above or raised	tickover	idle
quarterlight	vent window	top gear	high gear
rev counter	tachometer	torch	flashlight
ring gear	flywheel gear, or starter gear	trunnion	sliding or rotating joint (suspension)
roadster	car that only comes in a convertible style	Tyre	tire
roundabout	rotary, traffic circle	wheel nut	lug nut
RoStyle	type of steel wheel (as opposed to wire)	whitworth	British thread measuring standard
saloon	2 or 4 door sedan	windscreen	windshield
scuttle	cowl	wing	fender
side curtains	removable side windows		
silencer	muffler		

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**Flat Sixer**- continued from page 7

quicker. Coming out of the Carousel you head down toward one of the more dangerous parts of the track, especially when it's wet. This is where the "Pines" turn is and then the "Hanger" which is named after the old airport hanger that is still there. At this part of the track the walls/fence are close to the track, with some grass in between.

As we all know, wet grass is not a good thing to try and stop on if you go off the track. As one of the other instructors at Monticello said, "It's like hitting the nitrous button." I for one was not planning on hitting that special button. Anyway, after the Hanger you then make a hard right onto the long straight where you can get some serious speed. This straight is broken up with a slight kink. The important thing to remember on this part of the track is to make sure you have some good brakes, as you need to get your speed down before you enter into the next few turns called the "Switchback."

Once you make it through Switchback, you need to set yourself up well for the next turn, then it is slightly up hill to a hard right that leads you to a short straight before turn 1 which Susan named the "Half Turn." She named it this because if you turn your steering wheel halfway and hold it, you get through the turn, track out, and position yourself well for the next turn.

So after doing three or four laps in the Caddy Susan deemed me fit for action and we pulled into the pits. I didn't mention this before, but the staff at Monticello was very friendly and made sure we had everything we needed for the day. They had three Spec Miatas waiting for us all ready to go. When Matt and Paul pulled in from their shakedown runs it was time to pick a car and go.

Since these were spec cars, they had the full roll cages, race seats, and all the other racing stuff you would expect. The cars themselves were small, and Matt and Paul found them to be way too small for them so they opted to continue driving the Cadillacs. I was a little bummed at this since I was hoping we could mix it up out there, but seeing as these guys would be driving 500+ hp cars, I was going to be on my own.

Oh well, I would still be driving. So I picked my car and began the process of getting buckled in and situated. The car had a detachable steering wheel, which made it easier to get into and out of the car. Its race seat was also adjustable, which helped too. Once I was ready to go I fired up the beast and I was surprised at how loud the car was. Where are those ear-plugs?

The one thing I noticed about the car was the pedal set up. For a small car the pedals seemed to be pretty far apart. This was going to make heel toeing a bit challenging. Also, on my first lap I managed to hit the brake when I thought I was pushing in the clutch. Doh! I hate it when that happens. From there on I basically left my left foot hovering over the clutch for fear that I would repeat the infamous left foot braking again.

The car drove pretty well and I managed to hustle around the track at a decent rate. For the most part the Caddies would only

pass me once during a 30-minute session. I felt pretty good about that small feat. I did manage to capture some video as a friend of mine lent me his GoPro camera. I didn't have the courage to mount it outside so the picture is only so-so, but it still got some good video.

Believe it or not the weather held up for us. Picture this, three guys tearing up the track with no one else around. It was a fun day and I have to say that I am kind of tempted to join. But that will be a story for another day.

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

---

**The Long and Winding Road** - continued from page 10

Bill Seymour  
Activities@porschenet.com

P.S. In our column last month (in which Gordo and I conquered a Metro NY team at the Zone 1 Autocross) Gordo lost his italics so you couldn't tell when it was him or me talking. If anyone wants the correct version, please e-mail Bill and he'll send it to you. Too bad the Red Sox didn't do as well as Gordo and me. Oh well. Thanks! Turbo

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**2 Pirelli Rosso Pzero w/ 60% Tread Left 235-35 ZR19**, 1 Pirelli Rosso Pzero w/ 35% Tread Left 295-30 ZR19 from '06 C2S \$50 each tire if you pick up in Danvers, MA Call Fred at 978.774.5037 (10/11)

**1997 993 Coupe** Small body, Black on black less than 17K essentially new. Suspension rebuild via EPE - Bilstein, Eibach, bars. Drivetrain stock. Mint Fikse 5-spokes w A6's and 2 other sets of wheels, tires. Multiple autocross championships. Garaged, no winters. Serious offers only. George 617-686-7299 or [gmdmd@msn.com](mailto:gmdmd@msn.com). (9/11)

**FS: 19" Sport Design Wheels** from my 09 997S. \$2000 TPMS for 09S, Painted center hubs, original Bridgestones with 23K, some good tread front, not much rear, wheels in excellent condition. Just got Sport Classics. [larrytrk@comcast.net](mailto:larrytrk@comcast.net) 781-449-5528 in Needham, cell 609-851-2517 (9/11)

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**FREE tires:** 1 pair of Bridgestone RE-050A N0 size 235/35/19. Used about 10k miles, mix of street and DE use. 7/32" tread left. Date code 4505. Pickup only in Metro-West Boston area. Call or e-mail for details. John Kaufmann; (978) 793-0002; [jkaufmann@alum.mit.edu](mailto:jkaufmann@alum.mit.edu). (9/11)

**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 [pjarocca@verizon.net](mailto:pjarocca@verizon.net) or call 978 369 2152 (8/11)

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

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

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

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

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*On the Edge- continued from page 4*

from the track chair. "Still want to drive this weekend?" he asked.

I think we all know what happened next.

There were many more lessons.

Sometimes the right solution is counter-intuitive. Sometimes you need to go faster, just when you think you desperately want to slow down. But slowing down through a turn can unsettle the car, causing the back end to swing around unexpectedly, and that's very dangerous.

Keep your eyes up all the time.

Racecar drivers are always looking through the next turn, past the apex, past the track out point. Everything comes at you more slowly when you're looking far ahead, and it makes you smooth. If you drive six inches in front of your nose, how will you know what's coming up? You're reactions are jerky, and sometimes late. That can be costly, very costly.

Three years ago, the only thing I knew about racing was Mario Andretti. I knew a lot about cars, have had a passion for them since I was a teenager, but nothing about racing.

In October of 2009 I bought myself a Porsche. I figured that I would spend my 40th year on this planet driving what I'd always wanted to: the world's most perfectly engineered moving piece of artwork. And like meeting the love of your life, it changed my world completely and forever.

I've gone from knowing nothing, to working with some of the best drivers in the world. From posters in the garage, to being someone else's goal — to pass me on a race track — in less than two years. It's been an incredible experience.

Sabbaticals are supposed to be spiritual. Maybe even an expedition of discovery.

Everyone defines that differently I suppose, with maybe a few shared strands.

In racing I've found a community that I treasure, a mutual understanding of collective experiences and knowledge, sharing, learning, mentoring, sheltering, and a common language.

I've found an inner peace, a place where nothing but that moment is important; a calm, yet sharp and focused mind.

I've discovered that I'm braver than I'd thought, that I have a stick-to-itiveness that I hadn't discovered before.

And I've recovered a few of my own personal truths.

This too shall pass, (no pun intended) and everything happens for a reason.

Recently I was reminded that, "You can't connect the dots looking forward. You can only connect them looking backwards. So you have to trust that the dots will somehow connect in your future. You have to trust in that something... your gut, destiny, life, karma, whatever. Because believing that the dots will connect down the road, will give you the confidence to follow your heart, even when it leads you off the well-worn path. And that will make all the difference."

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