



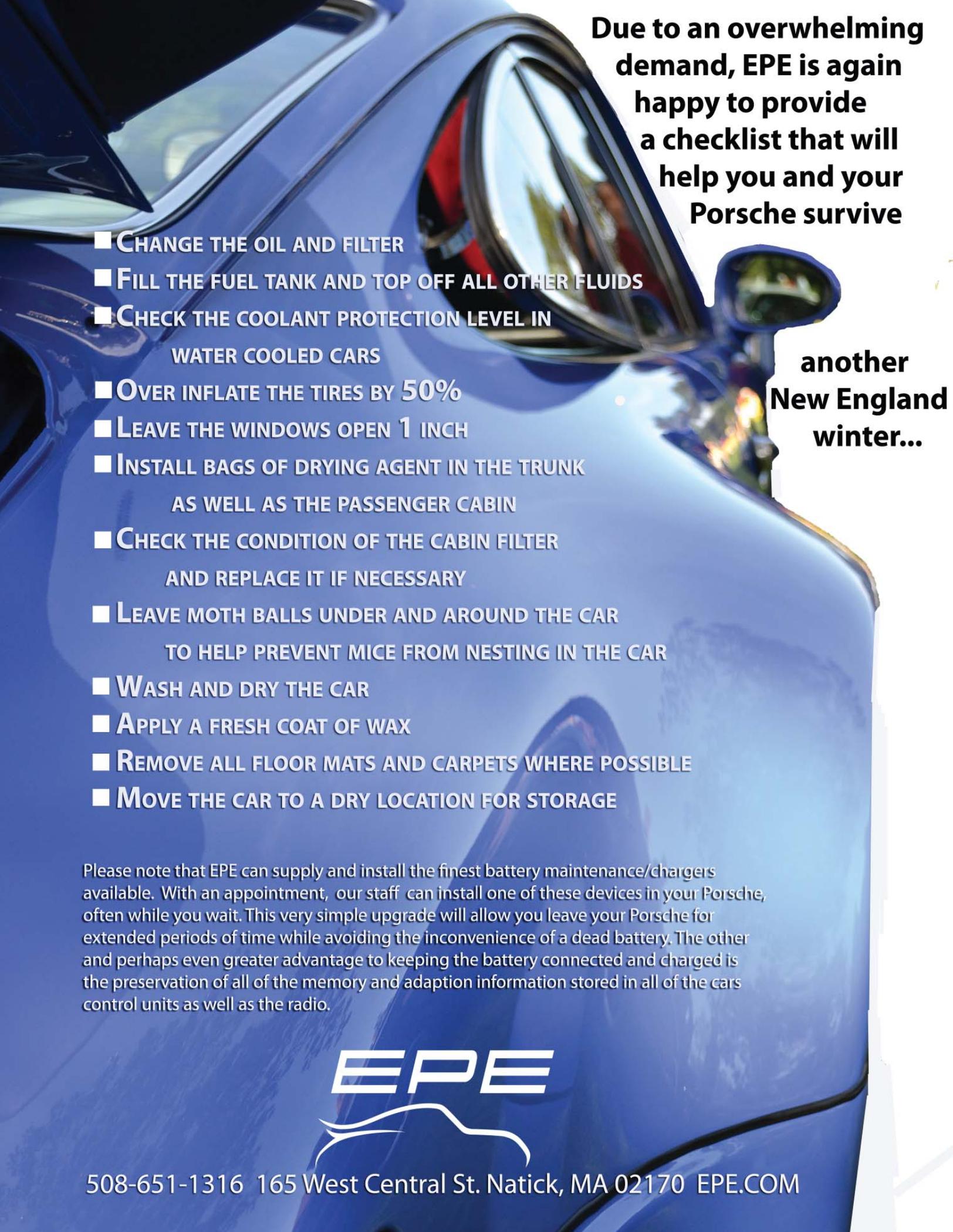
A Report from Watkins Glen  
*Porschefest Wow's Them Again!*  
Annual Dinner Announcement



# THE NOR'EASTER

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**Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive**

**another New England winter...**

- **CHANGE THE OIL AND FILTER**
- **FILL THE FUEL TANK AND TOP OFF ALL OTHER FLUIDS**
- **CHECK THE COOLANT PROTECTION LEVEL IN WATER COOLED CARS**
- **OVER INFLATE THE TIRES BY 50%**
- **LEAVE THE WINDOWS OPEN 1 INCH**
- **INSTALL BAGS OF DRYING AGENT IN THE TRUNK AS WELL AS THE PASSENGER CABIN**
- **CHECK THE CONDITION OF THE CABIN FILTER AND REPLACE IT IF NECESSARY**
- **LEAVE MOTH BALLS UNDER AND AROUND THE CAR TO HELP 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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## COVER



**Cover Photo**  
by Adrienne Ross

[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



Yesterday I took an adventure through NASCAR. Now, I don't watch NASCAR, or have a favorite team, or really know much about what's involved. But I DO have a tremendous respect for anyone who can drive 200 mph with someone an inch from their driver's door, 2 inches from their front bumper, and considerably less on their rear. The racing is close, contentious, and very, very touchy. In fact, let's scrap that whole one inch from your door, and just call it what it is, the guy just rubbed you at 200mph, and you have to manage him, the draft you've got going from the guy in front, the double draft from the guy in back of you, AND the more than 100 other inputs going into your system – at 200mph around another corner.

Now, I love to be on a track, but I couldn't do that. Not yet anyway, so really, hats off to those who do.

NASCAR has a whole new level of fandom then I've ever encountered in the other series I've been to. From tattoos of their favorite cars on their

***'Drivers, start your engines!' I'm wondering when I'll stop being surprised at the astonishing amount of noise race cars make.***

arms, to the guy dressed in a full 48 car pajamas, they are hard-core fans! I was never so glad to not be Jimmie Johnson as I was when I realized the fervor that his fans display. I would be terrified. I will say I was the only...ONLY... Porsche in a parking lot of well over 25,000 cars....one...just mine. At Grand-Am I'm not even the NICEST Porsche in my ROW!

Anyway, my friend Marni and I arrived at the track about 8:00AM. Marni was featured in last month's adventure to Indy Car. That trip was our warm up to NASCAR. She loves NASCAR, and Jimmie, and I was really happy she was there to guide me through the who's who, and what's what of this league of racing.

As guests of TRG, we got ourselves credentialed outside the front gate, and joined in the fun of fan walk, signing the start finish line, taking pictures on the podium, and of course signing pit walls wishing her favorite drivers luck on the track.

The team at TRG were gracious, and kind, and all sorts of fun and friendly. They plied us with tons

of food (crab cakes, lemon crumbed tilapia, fresh salads, fruit, and the list goes on!), and a huge assortment of drinks, including Yoohoo! We had comfortable seats at the hauler, great company hanging with some team principals, as well as Andy Lally, their driver.

You all remember Andy Lally don't you? Four time, and current GT Champion of the Daytona 24 Hours with TRG in their Rolex series Porsches? Yeah, THAT Andy. I interviewed him last January, right before the race, and he was really warm, and kind. He's not changed since then. He was great to both Marni and me, even did us a few favors. Thanks Andy!

Pretty soon it was time to hit the grid. The team outfitted Marni and I with pit crew shirts so we looked like part of the team, and down we went. I thought this was a particularly welcoming exercise. I've never had another team offer me their colors (if you will), so that I felt more integrated with the team, and I did, it was awesome!

Our guide lifted barriers, and ushered us out with the team to sing the national anthem on the grid. It was really amazing to be included in that time honored ritual of NASCAR, and when it was over, we high fived the crew, owners, and Andy as a good luck 'Drivers, start your engines!' I'm wondering when I'll stop being surprised at the

*continued on page 42*

## In This Issue...

Wow we have had some HUGE adventures in the last couple of months! So many that they won't all fit in one issue. So I've gone from oldest to newest, and then next month we'll feature some more recent events.

The Gala announcement is here!!! Sign up just as soon as you can, and dust off your dancing shoes. This is one super cool event! NOTE: When we went to print, due to circumstances beyond my control, there was a little misprint in the announcement. The social hour starts at 6:00 and dinner is at 7:30. We'll get that fixed up for next month, OK?

Finally - I'm getting reports of really bad delivery times for the newsletter. Please - when you get a sec - email me what date you received it and your zip code? I would like to file a report with the Post Office. [aross@PorscheNet.com](mailto:aross@PorscheNet.com)

# Around The Cones

Steve Ross



Mother nature has again reminded us that fall comes quickly. At our recent (mid-September) DE at NHMS the temperature was in the 30-degree range early in the morning in beautiful New Hampshire. That event was a very successful conclusion to our DE program for the year, with more than 120 entrants having a very safe (incident-free) day of Driver Education.

Two days later a gathering at Eyespot in Chestnut Hill drew 35 members and guests for a social gathering and great Porsche video show including fantastic pictures of the Porsche assembly line.

A week earlier we held our polo gathering at the Myopia Hunt Club in Hamilton, where 21 cars and their owners lined the sideline while chatting and viewing the matches. After a parade of the Porsches around the perimeter of the field winners of the Picnic class were announced after the crack team of Amy Ambrose, Adrienne Ross, and Ginny Young did some serious judging which of course included tasting.

And a day earlier our annual Porschefest had

## ***Our annual Porschefest had great weather and thus an overflow crowd of more than 100 entrants at the Larz Anderson Park ...***

great weather and thus an overflow crowd of more than 100 entrants at the Larz Anderson Park Museum of Transportation. Prizes in the form of another stunning poster by our resident artist Susana Weber were well received. By the way if anyone is interested in a copy of this poster they will be available for sale thru the NER website.

All of the aforementioned events are reported on in full in this issue of the NOR'EASTER.

Coming up in October is the final autocross of the year with a year-end trophy presentation and dinner following at 13 Main St. in downtown Ayer.

The next day, our tourmaster Charlie Dow will be leading a fall foliage drive to western Mass. for leaf peeping and a visit to a car museum and lunch.

Of interest to our concours contingent, North Country Region (NCR) in association with Porsche of Nashua will be holding a car show at their dealership on the second of October; check out NCR's website <http://www.ncr-pca.org/> for details.

They are also holding a foliage tour in the Stratton mountain area on the weekend of the 22nd-23rd of October.

Due to Hurricane Irene, the Zone Autocross was postponed and will be held at Tobay Beach on Long Island, NY on the weekend of November 19th-20th. Further information is available in this issue of the NOR'EASTER.

Also in October, on the 2nd, is our semi-annual Auction at Larz Anderson. See the promo on-line and in the NOR'EASTER.

Here's an ironic twist: for those of you who have filled up your Porsches at the gas station next to the Red Roof Inn on Rt. 106 down the street from NHMS, have you ever noticed the icon on the pump showing a 911, with the gas filler nozzle in the left rear fender? Guess the artist never saw one of these "furrin" cars.

Along similar lines, have you noticed that there is an explosion of LED lights on late model cars, especially German ones? Many outline the headlights and taillights, or serve as brake lights, and the R8 uses them for headlights. But the weirdest use is to outline the air intakes on the front of the Panamera.

In the latest issue of Automobile magazine there is a discussion of the "new" Chrysler Hemi and how much more efficient it is as compared to the fabled "Hemi" of the '60s.

The main reason stated is the shape of the combustion chamber, a design directly attributed to the engine in the Porsche 993.

Finally, with all the hurricanes and monstrous rains this past month, it is interesting to note that many of the houses along the coast of the country located in flood zones are insured thanks to backing of the US government. Why is our government encouraging structures in known flood zones that repeatedly get destroyed/damaged and yet are rebuilt again and again? May be a place to start some of Obama's cost saving, ya think?

# Four Speeds & Drum Brakes

Tom Tate



Watkins Glen has been a special place for me since my first PCA 48 Hours event back in the '70s. We used to drag the Speedster or the 914 out on a single axle trailer behind a VW pop-top camper for a long weekend. We would camp at the track and have bonfires and beer parties well into the night. I think the people that owned the track went home at dark and just trusted us not to burn down the few buildings that were there. Only one year did we feel flush enough to rent a motel room down in the village.

This year the SVRA race weekend at The Glen agreed with our summer schedule and so I called my co-driver, Rob in Phoenix, to see if he wanted to go. He was more excited than I expected and the explanation was an eye opener. He was eight years old the last time we went and he remembered it well. It seems that when the track closed at night and we were partying with friends he and his sister were out there on their bicycles having their own races. Who knew? A chance to drive it in a racecar? Couldn't wait.

## ***Until 1952 the races, including many Formula 1 races, were held on a 6.6-mile course that was set up on the city streets.***

I remembered that in a toolbox drawer where I keep old stickers and other important documents was a patch from one of the Glen events that was still in the original plastic wrapper. I found it easily and sewed it on my driving suit. It did have a 1979 date on it but at least I could prove that I had been there and knew my way around. Of course that was long before the Bus Stop was put in at the end of the back straight and all the wire catch fencing had been replaced with Armco barriers.

Vic and Barbara Skirmants were bringing a couple of cars including number 32, the red 356 coupe that we had run at Sebring. They also brought an engine that I needed for another project so I counted the drive as a business trip.

Rob flew the red-eye from Phoenix into Boston and we drove west into a major rainstorm on that Wednesday. The Tom Tom GPS said that the quickest way was through Binghamton, NY but that was not accounting for the nine inches of rain they were getting that day. We got tossed off Interstate 88 due to flooding and after two hours of the scenic route we were back on course. As

we picked up speed along side the Susquehanna River it was amazing to watch lawn chairs, picnic tables, and old tires traveling as fast as we were. I've seen lots of TV clips of flood areas but until you've watched peoples lives float pass, the power of water never really hits you.

Thursday morning practice was on a very wet track so I had a chance to recover the files from all those years ago before I had to really test the capability of the Tub. Good thing too, as I hate to look stupid early in the morning. Rob's practice brought him times much lower than mine but the track was now dry and he had spent days with a video game that uses the track at the Glen. The car was now an old friend and it was easy to run it hard without worry, but Rob's video advantage put him high on the qualifying list with a lot of the veterans. When the flag dropped on his race he was in the top half of the pack of 40 cars, right where all the action was. His clean finish in the top ten was a great job for someone who had done more laps on his bicycle than in a racecar.

His practice times had helped put me up on the grid for the Friday race but a thick fog kept us in the pits until almost noon. When the corner workers can't see to the next station the track is closed and the fog was

that thick. The delay caused the qualifying race to be changed to another practice session so I didn't cost us any grid spots for the Sunday Enduro since Rob's times were used. I was only two seconds behind him but they take the fastest driver's time to line them up at the start.

Besides the actual racing I would have to say that the highlight of the weekend was the festival in the town of Watkins Glen. The town is only 2100 people but boy do they know how to throw a party.

Until 1952 the races, including many Formula 1 races, were held on a 6.6-mile course that was set up on the city streets. The climax of a week's celebration of racing is an invitation to the competitors to drive their racecars on the original course. This year 130 cars drove the 3 miles from the track with a police escort into town to join the party. The main street was blocked off and the cars lined both sides for all the people to see. They had car shows, cookouts, displays, bands; you name it, if it was car related it was there. The

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# Flat Sixer

John Bergen



So here we are at the end of baseball season and at the start of football season. As I sit here pulling together all of my thoughts I am watching the Patriots on Monday Night Football in my hotel room. I missed the first half of the game as I was still at work, so I can't comment on how they looked. They do look really good right now in the fourth quarter. Anyway, I guess I am just amazed at how fast the year has flown by.

Oh well, enough of the nostalgia and onto my story. As you'll recall, I was in the process of preparing for Watkins Glen in my last column. I needed my wife, Dot, to get some pieces and parts over to Jerry at EPE so that he could finish reassembling the car post its roll cage installation. The finished product would be waiting for me the morning I was planning to leave for the Glen. I was excited not only to see the car and how the cage looked in it, but I was also to get the car onto the track and see how it handled with the extra rigidity and added weight.

I headed home from Connecticut on Wednes-

***Ah, the Seneca Lodge; staying there has become a tradition for me. It has a restaurant, a bar, and wi-fi. What more could you ask for?***

day night; it was a typical slog home with traffic galore on I-95. By the time I rolled into Walpole it was too late to do anything other than spend time with Dot and the boys and then get my sorry old butt into bed. It's tough getting old!

Dylan and I were able to pack quickly and efficiently. I had a checklist to make sure that I didn't forget anything critical. The non-critical items could always be purchased at the Wal-Mart in Watkins Glen. I managed to get over to EPE fairly early, 8-ish, to pick up the car. Jerry had me test out the seat position to make sure that where the fire extinguisher was mounted did not interfere with my legs. After some minor adjustments I took the car out for a quick spin and then loaded it onto the trailer.

With the car secured, the next step was getting back home and picking up Dylan then we'd be on our way. Earlier in the week I had corresponded with Jim Selders. We were planning to meet up for dinner Thursday night. So you see that it was important for Dylan and me to hit the road early enough so we could get to the track, drop the car and other stuff off, and then get to the lodge on time. As Hannibal Smith from the A-Team used to

say, "I love it when a plan comes together."

Dylan and I made pretty good time on the way out and by the time we got to the Berkshires we were ready to stop for lunch and fuel. Unfortunately it had started to rain which complicated matters a bit. It seems that everyone and their brother had decided to get off at the same rest area as we did. Oh well; after a quick bite we were back on the road. The rest of the trip was pretty much uneventful except for a few major downpours on Route 88.

As we got closer to Watkins Glen, the sky actually cleared up and the sun came out (envision rays of sun hitting the track as we neared and angelic voices singing). We zipped through the security checkpoint and headed up to the garage area. I wasn't too surprised to see that a whole bunch of people were already there. We found our garage and quickly took to the task of unpacking and unloading. It's amazing how quickly a teenager can move when he's hungry!

Once everything was in its place and the trailer was disconnected, we headed over to the Seneca Lodge. Ah, the Seneca Lodge; staying there has become a tradition for me. It has a restaurant, a bar, and wi-fi.

What more could you ask for? Of course it has its warts, which quickly raise their ugly little heads when you walk into the rooms. Dylan commented to me before I opened the door, "I sure hope this room doesn't smell as bad as the one last year." In my mind I'm thinking, "Silly little boy, don't you know that all the rooms smell like that. I mean the place was built over 50 years ago and they haven't changed anything."

I am a man of simple needs: a room that is non-smoking, a bed with clean sheets, some towels, and a shower that has hot water (and plenty of it, especially if you are sharing it with a teenage boy). The Seneca Lodge fits all of these needs, and the fact that it smells a little odd doesn't bother me too much. I can't say the same for Dylan though. Anyway, we got our stuff unpacked and transferred to the room; we then freshened up a bit and headed to the restaurant to meet Jim. Dinner was good; we shared some good stories and had some laughs. In addition to Jim, I saw many other PCAers in the dining room: Jim C., Penn & Emily, Irene, John G., Jerry & Megan, Mike, Dave G., Russ, Bob, and Chris & Brock to name a few.

*continued on page 39*

# Minutes Of The Board

Joyce Brinton – September 14th, 2011 NER Board Meeting



**M**embers present: Amy Ambrose, Joyce Brinton, Fedele Cacia, Karen Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, Bill Seymour, Matthew Wallis and Virginia Young.

The board met at 6:30 pm on September 14th at the home of Amy Ambrose. After socializing over drinks, snacks and a tasty dinner, the meeting was called to order by Steve Ross at 7:14 pm.

Steve reminded the board that it was time to start identifying who would receive awards at the Annual Dinner. The three annual awards were discussed, as well as possible recipients.

Bruce reported on the Driver Education program. The final DE of the year will occur on September 16th at NHMS; there have been a large number of last-minute registrations, bringing the total number of registrants to around 130. Fortunately, several instructors have agreed to take two students and thus it was possible to clear the wait list and admit all the wait-listed students. The Watkins Glen event had too many incidents, but fortunately none of them were especially serious. Despite Hurricane Irene, we had two days of very good weather followed by a rather rainy and very windy Sunday. Interestingly, there were no incidents on Sunday when the track was wet and many students remarked that they learned a lot driving in the rain. For those who stayed over Sunday night, travel home was a nightmare because of flooding and road closures — some trips were more than 18 hours, with many detours and backtracking. Nonetheless, it seems everyone reached home safely.

As for next year's schedule, requests have been made for similar dates at each of the tracks.

Steve reported that the Concours had around 130 cars and the event went well. Next May NER will host the Zone 1 Concours in Newport, RI and NER will also have its own concours in the fall at the Museum of Transportation in Brookline.

Bruce reported that the Fall Ramble to Saratoga Springs so far has 19 cars. It will be a busy weekend with a group dinner on Friday night, the Ramble itself on Saturday morning, followed by a luncheon buffet at a restaurant in Saratoga Springs, then a reception and dinner with guest speakers at the Saratoga Springs Auto Museum where a special Porsche exhibit is opening.

Bill reported about Autocross. The recent Zone 1 autocross was postponed due to Hurricane Irene and has been moved to Nov. 19th–20th. Bill is

working to put together an NER team to compete in that event.

The last NER autocross of the year will be on October 8th and will be followed by the first ever autocross party at Thirty-One Main (the usual autocross watering hole). The party will begin at 5:00 pm and include passed hors d'oeuvres and dinner, all for \$29 (w/cash bar). So far almost 40 people have signed up and so the group will have the entire restaurant. Awards will be presented to the autocross class winners and a couple of special awards will be presented as well.

The Fall Tour organized by Charlie and Martha Dow takes place on October 9th; information about the tour has been available on the NER website and in prior issues of the NOR'EASTER. This tour sounds like it will be great fun.

Fedele reported that we had 25 cars at the Myopia Polo Club and folks had a good time watching the polo match and socializing.

The Essex River Cruise attracted some 35 people and we had our own cruise boat. The meal at Woodman's was busy as usual and, unfortunately, the NER group found it difficult to find each other so they could continue socializing. Next time, we'll try to arrange a special place for our group to be able to eat together.

Upcoming events include the Oct. 2nd auction at the Museum of Transportation, the November

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## Happy PCA Anniversary

### Forty Years

Elise P. Watts

### Ten Years

Brian Hilliard  
Michael J. Valliere

### Thirty-Five Years

John E. Kaufmann  
Jon R. Quillard

### Five Years

Chris M. Dible  
Leonard A. Ho  
Stephen Iadonisi  
Wayne R. Lieberman  
Doug K. Mayhew  
Jeff Talling

### Twenty-Years

John D. Earl  
Carmelo Locurto

### Fifteen Years

Bruce M. Hauben  
Mike Pyle  
Mark B. Rohrer

# Ahead of the Curve

*Fedele Cacia*



It's Labor Day weekend and I just returned home from the Cape.

I attended the 2011 Falmouth "Dream Cruise by the Sea" event, organized by the Falmouth Classic Car Club, the Falmouth Chamber of Commerce, and sponsored by the Bank of Woods Hole.

I have never had so much fun at a car meet as I did this weekend. It was put together extremely well considering the complexity of the event. A two-day, fun packed event that kept my wife and I entertained the whole time. The hotel that was supplied in the center of Falmouth was extremely good value for the money with fantastic rooms, a full complimentary breakfast, and swimming pools both inside and out to suit everyone.

Saturday morning, the day of the car show, brought sunny blue skies. What a perfect day for a show! A huge array of cars that would satisfy any car enthusiast regardless of preference just grew before my eyes. There were lots of both old and new American muscle cars, hot rods, antiques, foreign, exotics and even two or three Porsches,

***Oh, and not forgetting 91-year-old Henry, who would probably be able to run a mile faster than most of us...***

which, with your help, I would love to improve on for next year!

Oh, and not forgetting 91-year-old Henry, who would probably be able to run a mile faster than most of us, who built this gorgeous six-cylinder street/race car from the ground up, engine and all! I'm not sure what to call it, he told me it didn't have a name. (See Henry below)

It seemed that the whole town had pulled together to pull this event off, there were show cars parked at various locations all over Falmouth center, such as the Historical Society, St. Barnabas Church, the Memorial Liberty and Mullen Hall School.

As well as the quaint gift shops, fabulous restaurants and ice-cream stores on Main Street, there were vendors spotted around the cars and even a live band playing on the common. There were raffle tickets, trophies and even cash prizes to be won by the show cars, and "which no Porsche's won," cough, cough, hint, hint!!! Let's change that next year fellow Porsche enthusiasts!

After the show when we returned to the hotel,

we were flagged down by an event representative and asked to join many other drivers under a tent for complimentary food and beverages. My kind of party!

Despite the weather forecast, Sunday morning was another gorgeous day and another great event was scheduled. We had a police-escorted car cruise through the town center and around the windy sea viewed roads and boat yards of beautiful Falmouth. This was followed by a lobster bake and music fest at the Barnstable Country Fair Grounds where we once again had the opportunity to show our cars to the music loving public.

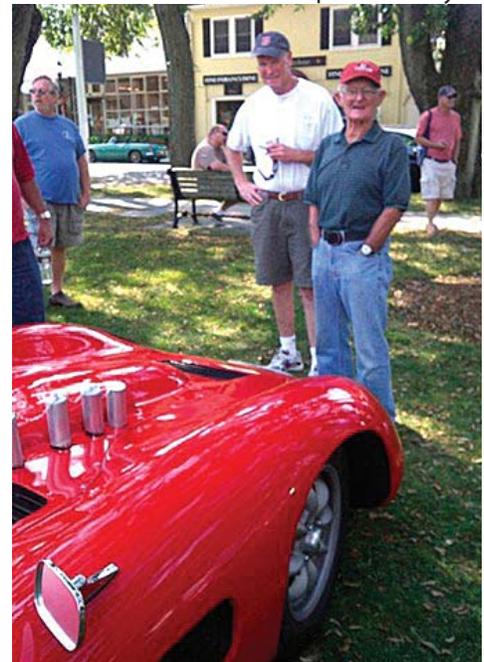
As great as this event was, I have to say that the highlight of the weekend for me was the people.

I found everyone to be most pleasant and very approachable. We met lots of great and interesting people and made many new friends!

This was an amazing and very affordable event and I highly recommend it to all.

I spoke with the Presidents of both the Falmouth Car Club and the Falmouth Chamber of Commerce, and they expressed their gratitude for my support and offered to reserve a section for Porsches for next year's event if we were interested in attending.

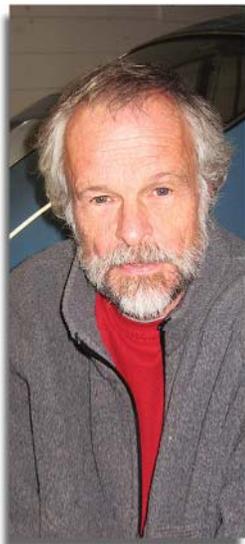
Next year it would be awesome if we could get a few cars together from the PCA and drive down to the Cape in convoy!



*Henry*

# The Long and Winding Road

Bill Seymour



**T**urbo and Gordo Go To Zone 1 Autocross Turbo here. I'm a dog. You probably remember the article I wrote about going to Autocross School. [Editor Note: April 2011 NOR'EASTER.] Well, a lot of people told Bill they liked it so he thought I should do another. Problem is that I didn't really have anything to write about Porsches. I thought maybe I could write about staying at Camp Canine while Bill and Rosemary went to Mont-Tremblant, but he said no. *Oh that would have been riveting reading... sniffing, leg lifting, barking. Probably get a Poodlitzer prize. That's bad, sorry. I'm Gordo, the cat and Meatball has to dictate to me. He claims it's because his paws are too big to type. Well that's one of the reasons. Let's just say he hasn't mastered his letters yet.*

Then Bill had an idea. He was working on the NER team for the Zone 1 Autocross and realized that the scoring system favored people who drove in classes with not many drivers. And how many

## ***I thought maybe I could write about staying at Camp Canine while Bill and Rosemary went to Mont-Tremblant, but he said no.***

entries would there be in "Mixed Species/Showroom Stock 2" where Gordo and I would be? He figured even if we didn't win we'd get a second or third and that would be good for at least 6 points. *I helped him with that paragraph. Turbo isn't so good with logic or numbers.*

Bill was right. There were only three cars in our class: one from North Country, one from Metro New York and us. And then there was a big argument with the NCR team and they dropped out — so we had a sure second place! *The NCR dog wouldn't wear a helmet so they were DNS'd. Live Free and Drool I guess.*

We were worried about hurricane Irene but it was okay on Saturday. We met the NY team. They were a dog and a cat, just like us, only the cat was a girl. They had the same kind of car as us so it looked like a fair fight. *Yeah, they had a Porsche — they're all Porsches you dumb mutt! Actually they had a 993 that is classed together with base Caymans in the Medium Sized Region PCRs. And maybe Doofus thought it was a "fair fight" but the two of them had been autocrossing for a long time. I figured we were in for a good spanking.*

Our group got to drive first. For Zone 1 you can't have an instructor like at the school so Gordo

and I were on our own. The first run Gordo didn't work the clutch right and we never got going. The second run I forgot which side of the cones I was supposed to drive on so that was no good. The third run I think I had it mostly right but the car went all squirrely one time (I love that!) and knocked down lots of cones so that was no good. Our final morning run was the best: we went in the right places and didn't hit any cones. *Like I figured, we got killed. We were lucky to get a clean run and the damn Yankees (all right, the cat is a Mets fan — minor difference) started well and improved every run. We were five seconds slower. To be fair to us, we were starting to do better. I didn't figure we'd catch them but I thought we could get closer.*

They let me chase cones for a while then it was time for our afternoon driving. *The only one who likes his work assignment better than driving. If they put tails on the cones he'd be in heaven. Just as we were lining up it started to rain. Then it started to rain harder. I tried to stay on the course but the car was going squirrely almost the whole time. It was lots of fun but Gordo was mad at me. Aw, I wasn't even that mad, just frustrated. There was no way we were going to do any better in the rain. Of course Bucky and Mookie didn't improve either. But how were we ever going to get back five seconds on Day 2? It was 1978 and 1986 rolled into one: we were dead ducks.*

At the end of Day 1 Bill told us we did great, even if we lost we would still get 8 points. But he said the team competition was really close. NCR was ahead but it was neck and neck between Metro NY and us. *And the Red Sox won both ends of a double header to go two up on the Yankees so that cheered us up. I laid off the 'nip that night so I'd be sharp and give us whatever chance we had on Day 2.*

The weather on Day 2 was even worse than the afternoon of Day 1. Not only was it pouring rain, it was windy. Of course that only made it more fun to chase cones. And, boy o' boy were there a lot of cones to chase — people were knocking them everywhere! We got to work first and I was in dog heaven. Then it was our turn to drive. It was really hard — even going slower the car went squirrely around most of the sharp turns and I had to keep turning the wheel back the opposite way from where I really wanted to go. *I give the dog credit; he was catching a lot of the slides. It was hard trying*

*continued on page 38*

# Dylan's Corner

Dylan Bergan



Hello again to my avid followers, the most astute of which will have noticed that my columns have been absent for a while. But, here I am now, ready to inform you on things you probably already know about, chiefly the August trip to The Glen.

Having appeared to end exactly as hurricane Irene was set to arrive, people counted themselves lucky. There were some clouds but no showers on the first two days of the event. This pleased everybody, but then it would, because rain always spoils track days.

But as the second day came to a close, most people decided to leave that afternoon, to miss the impending hurricane that had moved closer than expected. Unfortunately, the hurricane was moving in the exact opposite direction, causing those early abandoners to drive directly into a hurricane, in the dark (but not at 200 mph in a Caterham).

My father and I, making the astute observations

***The hurricane was moving in the exact opposite direction, causing those early abandoners to drive directly into a hurricane, in the dark.***

that we did, decided that leaving Sunday morning would be the best solution, which would leave the hurricane in our wake.

On Sunday, the hurricane didn't just cause it to rain. It was pouring buckets (or raining cats and dogs, whichever you prefer). And so, as we began the trek up Route 7 (the pair of us thinking the Mass Pike would be a zoo) to Troy, we were in the worst of the storm. When we arrived at Troy we drove through fine, but as we went to get onto Route 9 in Berlin, we saw police close it due to flooding. Thus began the adventure.

We had to seek an alternate route, dealing with more flooding and downed trees. It added almost three hours to our journey, and with my mother calling every hour, things were less than relaxed.

But, being the fearless explorers we are, and with a little help from our GPS, Sheila, we got out alive, and

back on the road.

After that, it was pretty much smooth sailing home, and thus came the close of our happy little adventure.

Now of course, a track day wouldn't be complete without cool cars, and they were there by the trailer-load. My personal favorite was the Lotus Eleven. After a quick Facebook argument, it was decided that it was not, in fact, a Green Bay Packers Green car, but a British Racing Green car. The list also included two Mustang Boss 302Ss, a GT2, and several other Lotuses, among others.

Well, it has been fun talking with you guys. As always, spam and viruses to [bergenj@gmail.com](mailto:bergenj@gmail.com), credit card numbers to [dylantbergen@gmail.com](mailto:dylantbergen@gmail.com). Have fun, enjoy life, be safe, and try not to get attacked by a rabid animal, if you can help it.



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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

### October

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

### November

9 Board Meeting  
12 Not-Quite-Annual Photo  
Contest

### December

7 Board Meeting  
10 Annual Dinner

## NER Fall Tour Sunday October, 9th 2011 - 9:30AM

Please join us for our annual fall tour of New England back roads, and main streets. The tour will start at the Johnny Appleseed Rest Area on Route 2 Westbound in Lancaster, MA. Sign-in time is 9:30 am, and we will be on the road at 10:00 am. The rest area is located between exits 34 and 35 of Route 2 Westbound, east of the Route 2/Interstate 190 intersection. There is a \$15 entry fee per car. The tour will be in three parts. Registration deadline is October 1st.

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

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CAR MAKE/MODEL \_\_\_\_\_ / \_\_\_\_\_

PHONE \_\_\_\_\_

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(978) 443-2672 **Registration deadline is October 1st.**

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

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

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

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

All entries must include the entrants 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)



# 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 recieved 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)



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# 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 6:30 with plenty of hors d'oeuvres. These great choices for dinner will appear at 8:00. 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!



Information about the Auction?

# Dinner Gala



## The OAKLEY COUNTRY CLUB

410 Belmont Street  
Watertown, MA 02472

December 3rd, 2011  
6:30 Cocktails & Hors d'oeuvres  
8:00 - 11:00 Dinner & Dancing



*Directions here? Other info?*

**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 Inclosed

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.



# The Candidates Profiles for NER 2012 Board

## Candidate for President

### Chris Mongeon

Our candidate for President of the region has been a member for eight years, ever since his father-in-law, Bob Cohen, got him a ride at a DE event, whereupon he sold his Harley motorcycle and started looking for a Porsche to drive. Bob was also his impetus to join the club, which has led Chris to recently become an NER instructor. He now shares driving with Bob in a spec Boxster that was once his street car. His prior club affliction was with H.O.G., Harley owners group, back in his motorcycle days.

He has found, as many members have, that the club is not always about the car (as the saying goes it is about the people, not the cars) but any common interest, be it experiences outside the club setting, work experience, or just bench racing at the many DE events he attends.

For the last two years Chris has done outstanding job as our Treasurer and our region Safety chair, while working in the Financial Planning sector. Outside of PCA and work Chris spends as much time as possible with his 5- and 7-year-old sons and wife Stephanie, along with coaching of youth soccer. He has also become a great cook, so says his wife.

As has been seen many times before, the people of PCA have made the difference in Chris's enjoyment of the club, their overwhelming support when he was new to the group and the many friends he has made primarily at track events have made this a great social area for both he and his family.



Chris Mongeon

## Candidate for Treasurer

### Kristin Larson

The nomination committee has selected Kristin as a candidate for the Treasurer's position on the NER/PCA board of directors.

She and her husband Dave Berman have been PCA members for two years, as long as they have had their inherited '83 911SC. They are not new to PCA though, as her parents were very active members of NNJR region for many years, so Kristin has experienced PCA starting with the rear seat in a 911.

Of course the family involvement in PCA was stimulus to join the club. And as many others have mentioned, the Porsche has been the only sports car that they have owned. NER activities have been centered on DE and autocross venues, along with some tech sessions, but other activities are not out of the question.

Outside interests are soccer and early morning boot camp, and she enjoys the new friends met at PCA events and the knowledge gained about how their car operates, and improvements that can be made on it.

Currently Kristin is employed as VP of Finance at Sensable Technologies and has earned her CPA after working at Ernst & Young.



Kristin Larson

## Candidate for Secretary

### Nick Shanny

Our nomination for Secretary next year is Nick Shanny, a PCA member since 2004 when he heard of the club through the literature enclosed in the owners packet when he purchased his first new Porsche.

Currently Nick owns and track drives a '76 911 set up for racing with a 3.0 liter SC engine. His middle son Brendan has been co-driving with Nick when school allows. He has participated in as many DEs as he can find time for with both our region and NCR.

Non-PCA activities include five years participating in the Pan Mass Challenge with his wife Kay. He also runs and skis, and in the winter months is teaching himself to turn wood.

Past Porsches: too many to remember, but he does note that he had a 993 (which never should have left his care) and currently has a Formula Ford racecar that is in need of some frame welding.

Nick is VP of software engineering for Smarter Travel Media of Charlestown. Interestingly it is owned by TripAdvisor, which he co-founded in the 2000–2007 time span.

In addition to his wife and middle son, Nick also has an older son Ryan (21) and a younger one, Liam (15). His hope is to get Kay interested in track driving but it looks like some autocrossing will be tried first.

As with many PCAers, the car related activities are great fun, but the sense of community and the many social connections are what make it such a great club. *continued next page*



Nick Shanny

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## Candidate for Membership Chair Virginia Young

I'm Virginia Young. I've been nominated by the board for Membership Chair, and Steve has asked me to write an introduction.

My story! I was brought up around cars. They were not fancy European sports cars, but basic all-American Fords. My father and brother together had a 1922 Model T, a 1931 Model A, a completely restored 1957 Ford Thunderbird, a 1966 Ford Fairlane 500 that I named Tonya (an incredibly beautiful silvery blue with a white convertible top and a Hurst shift, and did I ever feel cool driving that), a Shelby Mustang and yes, the token Ford station wagon which somehow got in the mix. Those were the staples; other cars came and went. Cars were a large part of my formative years. I thought everyone's family went to speedways on weekends. My earliest recollection of being there was when I was eight because that's when they finally let me wander around by myself, but I'm sure I was squeezed in between two adults much earlier on. I loved all the noise and the crazy crowds.

My dad was such a Ford enthusiast that he really had no use for any other cars. Whenever a young man came to pick me up to go out, he could only park in the driveway if he was driving a Ford. Any other car had to be parked in the street, except for Chevys. He wanted them at least two streets over so he wouldn't even have to look at them. I got around that by never dating anyone who drove a Chevy. I think the guys thought he was being humorous, but I knew better. Especially the time he gave my date money for a haircut. As you can see, I learned early on that men were a different breed.

In my late teens, my brother Tommy and I branched out into British Leyland — MGs and TR6s — which my father took surprisingly well. We had lots of adventures that I'll never forget!

As a working adult, my entire career was spent in the Taunton Public Schools ending up as the Supervisor of Mathematics and Science, a stressful but very interesting job. I now do consulting and have a lot of work this fall, including one very challenging assignment — to work in partnership with the principal of an underperforming school to keep it from closing its doors. It's going well so far.

My family includes my daughter Stephanie and son Christopher. Both are happily married and living very productive lives. Neither was ever bitten by the car bug, but they are supportive of my interest and consider it unique. Stephanie did do a few Rambles with me before she moved to California, and since Chris lives in Maryland, he and I met up for the inaugural Baltimore Grand Prix in September. It was great fun!

I've been a member of the PCA now for ten years. I was introduced to the PCA by a very dear friend, Dr. Jay Hansberry, an avid Porsche enthusiast all his life. My first Porsche (Baby) was a 1984 Targa Carrera that we found on our annual expedition to



Virginia Young

the Hershey Swap Meet in Pennsylvania. It was sitting there in the corral looking really fine just waiting for me. The owner was an engineer from New Jersey who had kept the most amazing records for the car, and had obviously taken pristine care of it for many years. (For the record, buying a car from an engineer is probably not a bad thing.)

I bought it on the spot. Well, not exactly. I asked my friend Don Plant — one of the most knowledgeable car guys I know — to take a look at it. I still remember him under the car with his white shirt and clean pressed khakis on. I cringed. Then he took it for a ride which was no easy feat considering that Porsches were pouring in from every direction and there was nowhere to go in the traffic. He did it. On his recommendation I then bought it on the spot. I now had arrived. I had left the Fords and the MGs behind and I now had one of those cars always blowing by me on the road. I immediately joined the PCA and started participating on my own. I was in this for real. I did mostly social events, but I also did tech sessions and restoration sessions. One session by Alan Caldwell was particularly enlightening as it was all about the 1984 Targa Carrera's electrical system. I called him the following week with questions I had, and he graciously talked to me for over an hour. The people I met way back then are still in touch. It truly is the people as much as the cars. Everyone has been so helpful, Steve Ross being one, who honestly seems to be able to answer every question you could possibly ask without hesitation. I had Baby for about four years until I decided I needed a newer one, preferably one with all the modern comforts I'd been missing — AC, airbags, power steering, a quiet cabin, and a Tiptronic transmission. The AC was most important. Getting dressed up and looking like a wet dishrag when I arrived at my destination on hot summer days was getting old.

First I sold Baby with the help of Tom Tate, another incredible car guy and friend. He not only found the buyer, a gentleman who worked for NATO in Belgium, he brokered the deal and made all the arrangements to get Baby over the pond. She now lives in a castle — no exaggeration. I saw pictures of her in the circular driveway and knew she'd get over me very quickly. (For the record again, if you need something done, ask Tom Tate. Not only will it get done, you will laugh so hard in the process you could possibly hurt yourself!)

I ran into Baby's previous owner at the 50th anniversary of Porsche at Lime Rock in 2001. I had wandered away from my friends and was actually lost — no cell phone then — but I heard my name being called through the crowd and, lo and behold, I saw his familiar face. We sat on the lawn together and watched the goings-on until I got rescued.

My current chariot is Lucy, as in Lucy in the Sky with Diamonds. String the letters together and that's how I feel when I'm driving her. She's a 2000 996, Arena Red, and truly does glisten in the sun. I found her by putting an ad in Pano and getting a call from a PCA man in Tulsa, Oklahoma who had child #2 on the way. The car had to go. With the help of Rennsport Tulsa

(PCA owner) and a transport company in Des Moines, Iowa (PCA owner), I got a breathtaking car delivered right to my door. (Again, the people in this club are amazingly helpful.) There are very few things that put a smile on my face like she does. We've been heavily into the social activities that the club offers, and also take road trips of our own. We've done a lot of traveling to VT over the past few years, which has the best driving roads and prettiest scenery I've ever seen, here or in Europe. It was always an extra bonus to get to pass through Vermont on our way to the Formula 1 race in Montreal. Lucy and I are now exploring other areas, and may have traveled along Skyline Drive in Virginia by the time this has been published.

I do think of my dad from time to time and wonder how he'd react if he saw Lucy. I wonder where she'd have to park. Somehow I think she'd get the driveway...

If I am elected membership chair, I plan to ask you to offer to fill out a little survey on your car experiences and let me interview you. I would rather talk about you, the membership, than about me!

As for now, get out and enjoy your car!

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# Essex River Cruise

Copy by Martha Dow, photos by Adrienne Ross

The Northeast Region chose the perfect weekend to park our Porsches and cruise the Essex River on a small boat that fit just thirty people looking for escape from the heat and noise of the city. August 21st found the salt marshes quiet and tranquil, perfect for watching seabirds, clam diggers, and lobstermen and women. We admired the giant sailboat being completed in the Essex Harbor 11th generation boat builders' yard, and waved to the sunbathers on Crane's Beach.

Then off to Woodman's Fried Clams, to sample the natives' favorite food. Had we chosen the next weekend, of course, we would have run into the infamous tropical storm Irene. Indeed, this is the first time electricity and Internet have been working at our house since then, and I hope this message gets off before some other natural disaster comes along. Seize every opportunity to enjoy that car; you never know!



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# NER's 2011 DE at the Glen - Sponsored by EPE

Copy by Holbrook Smith, photos by Adrienne Ross (Unless noted)

**W**ow! Watkins Glen! What an experience. I recall that the first time I was there, which was only a year ago for the Zone 1 DE, I was awed by the track and its history. This year, on my second trip to the Glen, I was equally awed and excited, but also had my own memories flashing back. I remember seeing landmarks coming up the road from Binghamton and getting excited! My wife, Tracy, who is also the navigator when we travel, showed her usual patience with me as she needed to repeat turning directions multiple times as I was becoming lost in memories from last year. The most vivid memory was coming up through the "esses" with my instructor pressing me to get on the gas (gently!) — see the included photo.

This year, we arrived at the hotel around eight o'clock on Thursday evening after dropping off the truck at the track. After a room change necessitated by a non-functioning A/C unit, we settled in. Our ride out had been uneventful in spite of getting our tech inspection done on the way and passing through a rainstorm or two. We later compared notes with others and it seems we had a better trip compared to many who drove all the way down I-88 in pouring rain. Maybe next year, we'll try the northern route down through Geneva and avoid I-88 altogether, although it brings back memories of Hartwick College in Oneonta for me (and too many N.Y. state troopers on the side of the highway)... okay, northern route it is!

Friday arrived and the day was gorgeous weather-wise. We found the trusty Dunkin' Donuts, had breakfast and ran into Dave and Kristen, a couple we met at a Drivers Education event and with whom we have become friends. We soon headed up the hill to the paddock, checked in and got the car teched. I had met my instructor, Penn Young, at a previous DE and we had agreed some general goals for the three days. As a yellow driver, these consisted of the basics: focus on smoothness, consistent braking, heel/toe, and "feeling" the car. Penn and I confirmed this for our first run and focused on these, along with working the line, passing (and being passed) etiquette, and expanding the envelope on each run over the next couple of days.

Tracy and I joined in the beer and wine social as well as the



*Brook through the "Esses."*

Italian dinner on Friday evening. Both were great, well organized, and provided plenty of beer and food for everyone. Of course, we talked shop most of the night with fellow drivers describing what lines they were taking, comparing notes from various instructors, listening to more experienced drivers share their past Glen experiences, "I crashed my first car there..." "I lost an engine once with a money shift at Watkins Glen..." and so forth. Almost always followed by, "But I still think this is one of the best courses NER members have an opportunity to drive and we love it."

Saturday was likewise a great day with lots of opportunity to work on lessons from the previous day, which required a good night's sleep to understand. As usual, I roamed the paddock



*The garages at the Glen (by Geoff Kronik).*

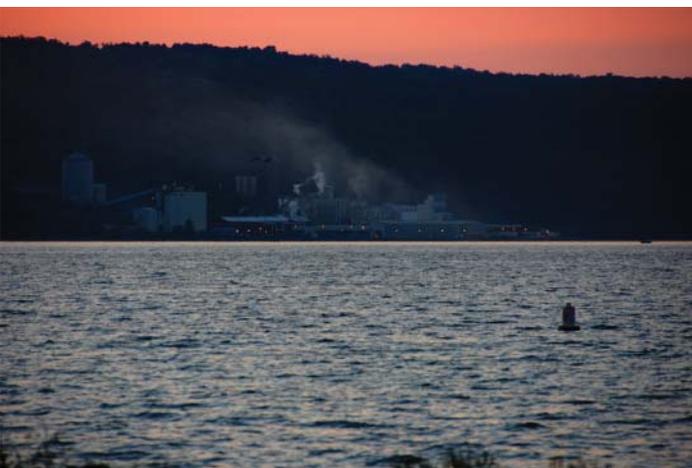


Turn 1 (by Geoff Kronik).

saying “hi” to people I’ve come to recognize from various DE events, checking out the cars and set-ups, and absorbing the sounds, smells, and overall experience of the Glen. Penn and I continued to work and hone my skills (what a patient man!), and after each run I’d compare notes with those in my run group and try to squeeze more learning and experience into each run.

Many people took the opportunity Saturday afternoon to head out and beat Hurricane Irene to their homes, which, while not threatening Watkins Glen in the forecast, had certainly made New England a center of attention. Others opted to see what the weather would bring, both at the Glen and at home. Our plans called for hitting Lime Rock on Monday, and we had friends in New Hampshire keeping an eye on the house, so we were lucky that we didn’t have to make the decision, “should I stay or should I go.”

Knowing we were staying and in no rush to head out, we joined Ed and Judi, from Down East Region, for dinner. We learned last year when we met them at a DE event, to follow their lead when it comes to food! We ate at one of the local wineries, along with several other people from the DER group



Seneca Lake (by Bob Perlmutter).

(being ex-Mainers, we fit right in!) and had a great time. As usual, the company was great — mostly car-focused conversation, but quite a few wider ranging topics were discussed as well and I think we made yet another set of PCA friends!

We woke on Sunday and it was a whole different story and a reminder that the weather forecasts, even when provided only 12 hours in advance, are really educated guesses. What had been predicted at 30% chance of rain was a full-scale down-pour and blustery wind. It was still dark from the cloud cover and rain when we packed the car and headed to the track, thankful that we had a garage bay. Once people convened at the garage, it was different than most normal track-days. There was a different level of excitement — maybe because there was the energy of water coming down and heavy wind; maybe because people weren’t sure if they should stay and drive on the track, or head east toward home and the storm Irene; maybe just because there were so few of us who were there! During one of the roll calls, there were as many instructors as there were all other drivers combined a testament to the dedication of the instructor core.

Driving the wet line at Watkins Glen was a whole new experience. Watch the concrete – it can be treacherous! Avoid the paint! Smooth, Brook, smooth! Easy on the brakes... and the throttle! It was like Day 1 at the track all over again. I needed to let go of almost everything I had learned the previous two days and take a whole new perspective. Again, Penn was focused on making me a better driver, not just “DE capable.” I swear I could hear Enzo barking as we came through the carousel and the river running across it. Interestingly, with so few people actually on the track, much of my run group was having a ball — we almost had the track to ourselves and without the traffic could really focus on the car, the track, and the moment. Igor was as happy as I’ve seen him in the four to five DE events we’ve shared together — almost ecstatic at putting together the lessons from the previous two days and being able to practice with Watkins Glen almost all to himself!

As the day progressed, the weather improved. Unfortunately, the number of attendees had dropped considerably so the two

enduro runs that had been scheduled were canceled and the afternoon run groups combined. But, everyone who wanted to stay and drive was able to get in their full time under varying conditions — a great experience.

Any description of this DE event wouldn't be complete without reflecting on the people aspects that keep us coming back. As usual, the organization of the events was great with good information about the run groups, instructor pairings, work schedules, etc. I can't begin to imagine how much volunteer effort goes into this. Thank you to all who help pull these events together.

There was plenty of time to catch up with friends while roaming the paddock. It amazes me how many great people we've met in two years of being PCA members. People who are willing to help out all the time — need brakes? Garage doors opened in the pouring rain? Tape for those numbers or to cover up the electronics for running in downpours? Advice and thoughts on car set-up, tracks to run, or equipment? All you need to do is walk the paddock and ask. I always see people going out of their way to help other drivers — and that's one of the key reasons I keep coming back. And some even offer espresso if you forgot to get your morning coffee! How incredible is that?

One last note of reflection — we in PCA are generally very fortunate. We have the ability to take great cars out on the track and to meet and spend time with extraordinary people. For Tracy and me, we were not significantly impacted by Irene (although we did end up spending early Tuesday morning in the Maine woods cutting trees so we could close on a property



*Visibility is not so good.* there, but that's another story), but we drove through towns on Sunday night that were just beginning to be impacted by washed out roads and flooding. I heard from several friends who had 15–18 hour commutes back to their homes due to washed out roads and stopped traffic. One of my college buddies lives in Rochester, VT, which before Irene was a relatively obscure place. His few communications out on Monday and Tuesday reminded me of how fortunate many of us are.

Tracy and I had a great time at Watkins Glen and look forward to it next year!



*Winds of 75+ MPH in the paddock.*



Faaaaaaast!



Interlopers (very,very pretty interlopers).



The 93 goes out with quite a different driver.

# NER Raises \$820 for Angel Flight NE

Copy by Joyce Brinton

During NER's DE events in August at Watkins Glen and in September at Hew Hampshire, we raised \$820 by offering Parade Laps during the lunch hour and by our instructors providing Taste of the Track rides during regular run group sessions. This wouldn't have been possible without the help of the following people: Rick Betterley, Ron Carr, Charlie Day, Marie-France Gagne, Steve Gratton, George Markley, Chris Mongeon, Michael Noreck, Bill Seymour, Peter Tracy, Ned Vada-kin, Matthew Wallis, Mike Woodward, and Penn Young. (I hope I didn't miss anyone.)

As you know, Angel Flight NE works with volunteer pilots who donate their time, their planes, and all the costs of flying them, to take patients and their families to medical institutions at no cost to them. One of AFNE's new initiatives is specifically aimed at assisting Armed Forces vets and their families get necessary medical treatment. They provide these services throughout the Northeastern states. If you go to the Angel Flight NE website, <http://www.angelflightne.org>, you can learn more, and read some of the heartwarming stories about some of those who have benefited and the pilots who have flown these missions.



NER will be raising additional funds for Angel Flight NE at the Annual Dinner in December. See page 16 for details.

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# PorscheFest 2011: A Triumph in the Park

Copy by Steve Ross

Well, again for the 3rd straight year we were blessed by the weather gods with a gorgeous sunny and dry day (I guess it makes up for the two rainy autocross dates and rain on some DE days).

With the able assistance of club member Ginny Young and Larz Anderson volunteer Vanessa Morant we were able to process more than 100 entrants in amazing time, at one point more than 50 entrants went thru the line in a mere ½ hour.

Kim Saal, "Mr. Everything," not only placed the cars by their class, but also handled the judging for both Full and Top-only competitors. Justin Becker, from our sponsor Auto Engineering of Lexington, headed up the massive park and wipe judging as he completed the task with a smile and joviality for these entries level concours where we had one fender judged.

One of the largest Race/Track classes had a wide assortment of Porsches running the gamut from a pair of modified 914s, to a real Carrera RS from the early '70s, thru a beautiful 904 replica and our own Fedele Cacia's modified 993 Turbo with unique bodywork and interior treatment.

Again the 928 group visited us, not quite in the numbers of



*Fedele preps.*



*The view from up there (Photo by Janis Reuters).*

previous years, but still more than most people see in a year. They had internal judging by one of their own members and received one of the gorgeous posters done from 15 previous posters by our resident artist Susana Weber.

Full results are located elsewhere in this issue, thanks to our editor and her assistant Cindy for collecting this information.

Next year NER will be hosting the PCA Zone 1 (Northeast portion of the country) concours in Newport, hopefully at the gorgeous Elms mansion where we held our 50th anniversary celebration in 2009.



*GT2RS – 'nuff said.*



*Prepping the cars for the big moment.*



*A pretty nice field.*



*I'm ready for my close up DeMille!*

**Park and Wipe 911**

Even Tong	1996 993	99
Peter Grittner	2009 911 C4S	98.5
Albert Santacroce	996	98

**Park and Wipe Other**

Greg Bowles	2006 Cayman S	98.6
Joan Haas	1964 356SC	98
Bill Finnegan	2008 Boxster	96

**Top Only Boxster/Cayman**

Jet Set	2012 Cayman R	265
Jet Set	2012 Spider	253
Ed Moschella	2012 Cayman R	232

**Top Only 911**

Leonardo Solis	2011 GT2RS	265
D.J. Doorakian	2010 911C2	259
Rob Nudelman	1965 911	258

**Full 944/928**

Brian Laramie	1988 944	297
Chris Hill	1991 944S2	282
Bob Brinton	1979 928	270

**Full 996/997**

Noah Parekh	2004 996	284
Fredrick Horstkotte	2004 996GT2	278
Mark Haynes	2001 GT2RS	276

**Full 911**

Paul Wooten		291
Gary Hansen	1986 911	279
Henry Fisher	1976 911	275

**Full 356**

Robert Goldman	1963 Cab	292
Anthony Bognanno	1971 911T	291
Christopher Wider	1965 912	261

**Full Boxster/Cayman**

Paul Soaes	2003 Boxster S	245
Ron Rappel	2006 Cayman S	242
Peter Rubenger	2005 Boxster	201

**Best of Show**

Brian Laramie	1988 944
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**Peoples Choice**

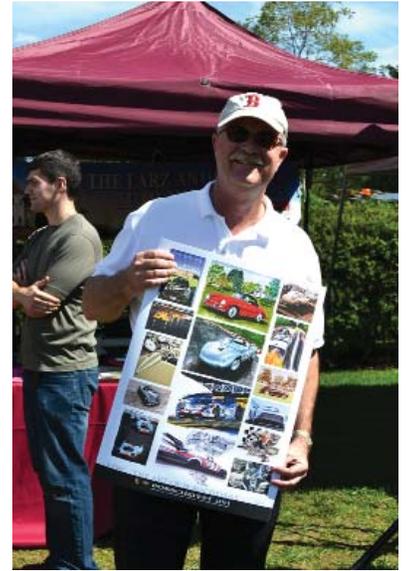
McPherson	Orange 914
Akira Mochimaru	Silver 904
Roland Amano, Fedele Cacia, Henry Michie	914 Gulf, 911 Wide body, Cayman



*Top only 911 winner Leonardo Solis.*



*People's Choice winner Mr McPherson with Kim Saal.*



*Park and Wipe "Other" category winner, Greg Bowles.*



*Full Boxster : Peter Rubinger, Ron Rappel, Paul Soares with Kim Saal.*



Full 356: Kim Saal, Anthony Bognanno, Robert Goldman .



Full 996/997 Frederick Horstkotte, Kim Saal, Mark Hanes, Noah Parekh.



Full 944/928 Brian Laramie, Chris Hill, Bob Brinton with Kim Saal.



Full 911: Gary Fisher, Paul Wooten, Gary Hason with Kim Saal.

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by mcerqueira

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town swelled to at least three times its normal size and they were all glad to have us there. After about an hour of people taking pictures and little kids getting in and out of the racecars it was time to fire them up and roar out of town.

I had driven #32 in so Rob drove it out and had a great time waving at all the people that were lining the road. He said that it was like winning the Indy 500 the way everyone was cheering.

The racecars have no lights and we couldn't be out after dark so after returning the racecar to the track we drove back into town to the International Motor Racing Research Center of Watkins Glen to watch a movie about Jim Clark, a racing driver from days gone by, at a reception put on with our Grand Marshal Bob Sharp of Datsun fame. It was a great time and many of the drivers that I had read about back in college were there in the flesh. Some I would race alongside in the Enduro on Sunday.

We didn't stay out very late since our race the next day was in the morning and the little town got real quiet after about 9 o'clock. They didn't roll up the sidewalks but they could've.

The Enduro was exciting as 38 cars lined up on the grid and many I had seen in magazines like Car and Driver and AutoWeek many years ago. I was gridded next to Bob Leitzinger driving his Datsun 510 that helped put that car on the map. There was a 914/6 from Brumos Porsche and a Ford GT40 that ran at LeMans, boy could they make the ground shake.

The flag dropped after a pace lap and I got the drop on Bob in the 510 and lead him up the hill. His qualifying time was 5 seconds under mine so it only a matter of time before he went by on the back straight. After having a beer in his pit the night before, I felt like we were old racing buddies. After he was gone I got into a battle with a Lotus 7 that went on for many laps. It took a few laps to find where he was faster than me and vice versa. He was slow into the Bus Stop but could come out of the Toe of the Boot faster than I could. These are two different parts of the track with very different characteristics. We must've passed each other twice a lap for ten laps. Great fun, especially since I eventually pulled away from him and he finished behind us. And his qualifying time was two seconds faster than mine.

I was in for the mandatory pit stop and Rob took over with no drama since we didn't need to refuel. He timed the 5-minute stop just right with a stopwatch that we had on the dashboard. His steady driving kept us in place and we finished with a best ever, second place. Great work from the co-driver. This was with the pressure of being reminded by Vic that the car was needed next month at the Rennsport Reunion in California. We needed to be careful not to run off course and bend it or break it because there wouldn't be time to repair it. I think that with the pedal down hard and another car right on your back bumper concern like that just fades away.

Another great job by Vic and Barbara and all the friends who helped crew, checking tire pressures and timing laps. We had such a great time that I felt like we should start thanking our

sponsors like they do in NASCAR. Can't wait to do it all again at Sebring next year. KTF

*Photos of "The Twins" by Tom Tate.*



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

to figure out how fast we could go. When he'd bark for a straight I couldn't push all the way down on the pedal or we'd spin. [Editor Note: Turbo the dog looks out and steers while Gordo the cat is on the floor working the brake and gas.] But we were starting to do better. We were actually more than a second faster than Bucky and Mookie in the morning. But we needed five seconds so things still looked hopeless.

In the afternoon the weather, if anything, was worse. Lots of people wanted to quit (not me! I love to get wet because I really smell great — it's almost as good as rolling in dead things!) but they decided to do two more runs. Just before it was our turn to drive Bill came over and told us that NER was one point behind Metro NY — if we could win then we'd get 10 points instead of 8 and that would win for the team. But he said that we were doing great and he was proud of us no matter what. I started up the car to get ready and Gordo pushed the PSM button to defeat the traction control, like he always does. All of a sudden Bill goes crazy. "What are you doing? You mean you've had PSM turned off the whole time?" *Well of course I always turn it off. PSM stands for Please Stop Meddling! But maybe in the pouring rain it might make some sense. And, of course, the 993 doesn't have anything like that so maybe it would give us an edge. I decided to give it a try.*

On our next to last run the car got a lot smarter. It would start to go squirrely but then, before I could do anything, it would fix itself. I barked to Gordo that we could go faster, particularly in the slaloms. *I could feel that things were different. Sometimes when I pushed on the gas nothing happened, but the car also wasn't sideways as much. After the run Bill ran up and told us we had taken three seconds off our time, we were only a second behind on combined time.*

While we were waiting for the last run all the humans on the NER team came up and told us good luck, try to go just a little faster. You know, it always seems to me that humans care too much about winning and things like that. All I want is my dinner on time and a belly scratch, maybe a rawhide chewy sometimes... *Oh shut up Fish Breath! We have a chance! The New Yorkers didn't improve on their last run so we just need to pull back one second. Don't blow it now.*

Just as we were starting our last run the rain let up a little bit. Plus Gordo was getting pretty good at knowing when he could push on the gas hard and when not to. It seemed like we were doing better. When we crossed the finish I could see everyone looking at the flashing numbers on the little board thing. *I can't see anything down on the floor and Stupid can't read, let alone add. I kept asking him, "did we do it?" but it wasn't until Bill and the other NER folks came and starting petting us that I knew we had won.*

Bucky and Mookie came over and said congratulations. Bucky drools a lot but he seemed nice enough. Mookie hissed at Gordo. *Okay, I'll admit it, I trash talked. When you've got it, flaunt it!*



Mookie.



Turbo.



Bucky.

I guess it was good that we won because Bill got me a special bone. We couldn't go into the bar afterwards but he let me have it in the car while we waited. Gordo had a couple of treats and some catnip. He was talking about how next season. *I hate to admit it but Flea Bag shows some potential. I'm thinking with a little more practice and some new tires maybe we start to scare you Pinkies. Be afraid — Pets rule, humans drool!*

The next morning came early. I headed out to Dunkin Donuts to get some coffee and food while Dylan showered and eased into his day. Usually he likes to sleep in when he knows he doesn't have to get up for school. The day was looking like it was going to be an excellent driving day so I was psyched. I collected Dylan and headed to the track where we found the joint hopping. I quickly put Dylan to work helping me get the car ready for the tech inspection line while I checked in at the registration table and collected our food tickets for lunch and dinner.

The morning runs went well. I was reacquainting myself with the track and getting used to the cage. Between my HANS device and the cage, my head movement is not what it used to be. I was able to see my mirrors and look far enough ahead, even in the turns, so I was beginning to get used to the restrictions. This was a good thing since there were a ton of fast cars in Black, including two race-prepared Ford Mustangs.

For my second run Ray Bahr came out with me. He wanted to check out how I managed to get around the track. The ride went well with Ray, he and I were chatting about various car phenomena. It was, in my humble opinion, a good and enlightening ride. I seem to recall Ray commenting that I was very smooth, which is something I strive to be. This harkens back to my first track event where Bruce Hauben was my instructor and he gave me sage advice that with smoothness comes speed. Smoothness is especially important when you are driving a rear-engined, rear-wheel drive car at high speeds and you don't have a lot of electronics to save your butt.

Anyway, as I had said, it seemed to be a good session. Once back in the pits I collected Dylan and we headed out for lunch. In all the time I have been going to the Glen I have never eaten at Mr. Chicken. This is a place that has a long history and a guy I currently work with, who is from the area, told me I had to try Mr. Chicken. So we did, and I have to say that now that I have tried it I most likely will never eat there again. Now don't get me wrong, the food wasn't bad, it's just that I don't need all that grease and salt in my diet. I would much rather have had sandwiches, a salad, or maybe even a bowl of soup or chili. Like I said before, I am a simple soul.

The afternoon went well and I was getting more and more used to the roll cage. Plus, I seemed to be driving faster as I wasn't getting passed so often. Maybe it was just an optical illusion. Anyway, the afternoon was a blast and I was enjoying myself. Dylan was enjoying himself too. He managed to get involved in a few minor projects and was helping Mike Orsini change his brake pads and tires.

Before we knew it the day was over and we were getting ready to head to the lake for dinner. This dinner has been a great time over the past few years and I look forward to it. The food is from a local Italian place and there are plenty of beverages to please everyone. Dylan and I enjoyed ourselves and had many good conversations and enjoyed some good food.

All in all it was a great night.

The next day was another good day for driving. Penn had requested a ride with me to see how the car was. I also took Ray for another ride. The track was pretty wide open in the afternoon, mostly due to the fact that many people had left before lunch to beat the hurricane. It seems that anyone who lived in Southern MA, or in Rhode Island, wanted to make hay while the sun was shining. In hindsight, this might have been a good thing to do but then I would have missed out on some really good driving and a great dinner with some fellow track rats.

You see there was a group of 944 guys (George Markley, Mark Keefe, and Frank Simmons) that were meeting for dinner at the Glen Motor Inn. They were nice enough to invite Dylan and me, even though we weren't 944 or 951 guys. The food was great and the view of the lake was outstanding. Most of our conversation was centered on that day's runs, with some speculation about what would be in store for us weather-wise the next day. We had all been watching the weather channel and were hopeful that the morning would be dry and we could get in one or two runs. Talk about wishful thinking!

The next morning I awoke to rain. It was the kind of rain that wasn't about to give up any time soon, so I made the executive decision that I would not be driving in the rain. I have driven in the rain, and at the Glen, many times before and the thrill for me has worn. For me it is no longer fun to drive slowly around the track while rain pours into the car through my open windows. I would rather stay dry and spend my time driving home in the rain.

Of course Dot was worried about us driving during the hurricane, and she was going to call us every hour on the hour to make sure we were safe. The route I planned to take was the northern route; I'd leave the Glen and head north up to Route 90. Then I would drive east until I hit Route 87, aka the NY Thruway. In my mind, this was the best way to avoid the edges of the hurricane, which was moving northward up through Connecticut.

For the first hour or two of our trip my theory actually panned out as we avoided the rain for a while. But like all good things that eventually came to an end and the rain eventually found us.

After a while maybe four hours or so, we came to outskirts of Albany and the junction of the NY Thruway. Much to my chagrin, the Thruway south was closed. Doh! This then forced me to head north and I set my sights on Route 7, which crosses the Hudson near Troy. This was my first trip through Troy, which is the home of Rensselaer Polytechnic Institute. It seems like a great place to attend school, although I guess the winters must be a bit harsh. Anyway, once we got through Troy our adventure got more interesting. You see, as we got closer to the Vermont/Massachusetts border, things became a little dicey.

There were lots closed roads with an abundance of water cascading across them. I was relying on my GPS to try and find out

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*Minutes - continued from page 8*

12th photo contest, also at the Museum of Transportation, and the December 3rd Annual Dinner.

Karen informed the board about plans for the 2012 Annual Dinner. She has arranged for it to take place at the Wellesley Country Club — a brand new facility where we would be able to use several rooms so we would have ample space for our Charity Silent Auction. We will also have a new band and hope to attract a larger group for the event. The board approved paying a deposit to reserve the facility for 2012.

Chris had e-mailed the Treasurer's report to the board in advance of the meeting. After a brief discussion, the report was unanimously accepted. As usual, the club remains in good financial condition.

Amy gave the following Membership Report: 1,413 Primary members, 981 Associate members, for a total membership of 2,394. There were 22 new members, 4 transfers in and 11 transfers out.

Adrienne will e-mail the NOR'EASTER assignments to the board. She noted that the paperwork that must be submitted to the Post Office to maintain our 2nd-class mailing permit is being prepared for submission later this month. The required official announcement that the club's financial records are available for review appeared in the September newsletter.

The next meeting of the board will take place at 6:30 pm on Wednesday, October 12th and will be hosted by Adrienne at a place to be determined.

There being no further business the meeting was adjourned at 8:58 pm.

## New Members

Bradley Railing  
Northborough , MA  
1991 944S2 Red

Walter Jacob  
Marblehead , MA  
2006 Carrera 4Silver

Sam Shen  
Canton, MA  
2009 911 Black

Sundip Arora  
Chestnut Hill , MA  
2008 Cayman SBlue

Brian Jones  
Duxbury, MA  
2004 CarreraGray

Andrew Spinney  
South Hamilton ,  
MA  
2006 Carrera 4 Gray

Bill Ciccone  
East Greenwich , RI  
2012 boxer s Red

Andrew King  
Concord, MA  
2007 GT3 White

Jason Temple  
Acton, MA  
1985 911 Blue

Phil Cooper  
Lincoln, MA  
2012 PanameraBlue

Charles Monjak  
Dedham, MA  
1984 911 Red

Dave Thompson  
Manchester , MA  
2006 911 Blue

Ryan Darr  
Plymouth , MA  
2003 CarreraBlack

Joel Nevin  
Portsmouth , NH  
2001 996 Blue

Bill Vander Clock  
Waltham, MA  
2007 Boxster Gray

Bob Dronge  
Newton , MA  
2003 911 C4S Silver

Scott Normandin  
Fitchburg, MA  
1983 944 White

Brian Wells  
Haverhill, MA  
2011 BoxsterWPO  
Black

Chris Gardner  
Sherborn , MA  
2010 Cayman S White

Bill Pickering  
Shrewsbury , MA  
2008 911 White

Cliff Hagwood  
Gardner, MA  
1980 911sc White

Sean Reynolds East  
Greenwich , RI  
2007 Cayman S Gray

*Flat Sixer - continued from page 39*

way through some back roads in order to get home. The roads were narrow so once I had committed to driving down them there was no turning back. It's not that easy to pull off a U-turn with a full size crew cab towing a trailer. I was lucky enough to get directions from a police officer who was directing traffic and found my way to Route 22, which eventually led me to the MA Pike.

Once Dylan and I made it onto the MA Pike, the trip became a whole lot easier. All in all we made it home in pretty good time. The trip took us two hours longer than normal but in my book that wasn't so bad.

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!

# Marketplace For Sale

**Wanted: Carrera or Boxster S** 2003 or 2004.....Tiptronic transmission. Purchase subject to PPI. roblee @ robleehoffman.com (10/11)

**Bell Helmet M4 Racers Series**, size xl, retail price, \$379.95, asking \$250., NEVER WORN. Motorcycle intercom, still in box, \$20. Steve Reilly, 508-881-1156, esteven951@yahoo.com (10/11)

**1976 911S Coupe**, 158,000 miles, Oak Green Metallic, Tan interior, Leather seats, Sunroof, 15" x 6 Fuchs forged alloy wheels, Bridgestone Potenza 205/55 tires, Carrera chain tensioner update, pop-off valve, 11 blade fan, SSI heat exchangers w stock dual inlet muffler, turbo tie-rods; new clutch & TO Bearing Always garaged, stored in Winter. \$18,000 Call Chris at 978 772 9546 - evenings or email ryan28@charter.net (10/11)

**Custom built 4' x 6' tire trailer.** This trailer holds two sets of tires and has a locking truck chest for tools and parts. Tongue weight fully loaded is about 60 pounds, perfect for towing behind your favorite street & track car. Includes LED lights, trailer jack, and a spare tire. \$800 or BRO. Stan Corbett 978-337-3095, stanley\_corbett@msn.com (10/11)

**1960 Porsche Super 90 Coupe** - Silver / Green leather. Excellent condition - please call for details. Car is in New Hampshire. \$45,000. or BRO Bob Harrison 508-395-1901 (10/11)

**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. (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 781-449-5528 in Needham, cell 609-851-2517 (9/11)

**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 (9/11)**

**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. (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 pjlarocca@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 Fiksers and wets. Sure Shift sequential shift light. AMB transponder and in-car display. In-car RaceCam. Maintained by EPE. \$67,000. Barry.Brensinger@LBPA.com. 603-6225450. (7/11)

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

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

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

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*On the Edge- continued from page 4*

astounding amount of noise race cars make. But I know for sure that I'll never get sick of it. Everything shook with that noise, my water, my chair, the Earth... It wouldn't surprise me if ground hogs all over New Hampshire scurried frantically from their hidey holes in total panic!

The race was great – obviously much different then on TV. The crew was awesome, and Andy finished ahead of 9 others (even though he gridded ahead of only 2). About ½ way through the track bar bolt snapped and it took about 6 minutes to fix. Which is GREAT – except when the circuit only take 30 seconds to get around, you are 12 laps down in a very short time. This is a learning year for this young team. Every race has value, and teaches you something. Andy usually posts something positive no matter how the race went, and I admire that spirit.

So over all a great experience with a new section of the motorsports community, I was glad I went. Thanks Bruce L. for the opportunity! And thanks to TRG for making it really special for us!



*In the pits with the "71."*



*Andy Lally at NHMS.*

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