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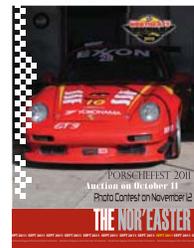
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COVER



Cover Photo
by Adrienne Ross

www.porschenet.com



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

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On the Edge

Adrienne Ross



Between issues, dear readers I had a small foray back in to the world of work. It all went well. I was reaaaalllly glad to be back. I like my job a lot. I'm suited to it. That's a blessing.

My driving adventures have been limited to highways and byways. I was supposed to be driving at Lime Rock (with all the cool kids) but I got sick instead...I was very disappointed.

But I did have a few small adventures in there. I got to go to the Indy Car race at New Hampshire Motor Speedway. This was courtesy of another Porsche Club member, who while I'm deeply grateful, I'm not sure she'd like me to name names. So I won't – but thanks so much! It was awesome!

We went as special guests of Verizon. The tent was gorgeous; the food wonderful, and the overall experience was really wonderful. I took my friend Marni, who's really into NASCAR, because I thought she'd really enjoy the paddock of a professional race. I was right, she did.

We also got to hang out with Greg, a guy I've

"I thought it was ridiculous to restart under the dangerous conditions that existed on the race track." - Will Power

hung out in the garage with a bit, but didn't know too well. He was great, lots of fun, super nice, had very funny stories, and a beautiful – super cool daughter.

Hi Hannah!!! What a cutie! And I hear she can drive...sideways even! That's my kind of girl!

During the race, it rained a little bit, and the track went yellow for quite a while. We listened in on the race radios to many of the drivers, and they were all very concerned about the conditions.

Eventually, with about 35 laps left, the track went green, and we decided it was time to go. There's only the one road in or out, and I wasn't interested in traffic.

Here's what we missed...

They decided to put another caution out with some new rain, and with only a few laps left, and a really wet track, the race went green, Danica slid across the track, and she took 4 other cars with her, including Will Power, the Verizon driver. (Danica finished the race in the end.)

Will was not pleased to say the least. On his way

back to the garages, he offered a very special (rated R) salute to the officials, utilizing his middle fingers, expressing exactly how he felt about the restart in the rain.

"I was just very frustrated," Power explained after. "I thought it was ridiculous to restart under the dangerous conditions that existed on the race track."

It was dangerous. This wasn't the first wreck of the race, it was the 5th. And while it does happen wet or dry, there should be some applied logic to a series that simply doesn't run in the wet...for good reason.

An Indy car only weighs about 1550 pounds, including the driver. That's why the drivers are so little. Well, that and that the opening in the car is miniscule. They have 650HP engines are limited to 10,500RPM. As a point of comparison, my car weighs a little less than twice as much, and my engine is 1/3 as powerful.

These cars can run at 220 mph, creating about 5000 pounds of down force on the car. That's enough force to run the car upside-down on a track, if they could start, and maintain that speed.

The physical aspect of racing this way almost defies belief.

It takes 22 seconds to drive around the 1.06 miles at NHMS, with essentially 4 corners, and 2 long straights. Each of those 4 turns generates

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In This Issue...

We're doing some business of the Club. You'll find a proposed revision of the North East Region's Bylaws. The Board thought long and hard about these changes, and we hope you find them to your liking.

Also, Paul Tagliamonte wrote a very cool article detailing some repair work to his Porsche. Check it out, and thanks Paul for the submission!

Our year end financial reports have been completed, and are available by appointment with the treasurer of the club. His info can be found in the back of the newsletter in the Board listings.

I'm thinking about some changes for the newsletter - and I'd love to hear ideas, or see submissions! So write to me if you have (gentle) suggestions.

Around The Cones

Steve Ross



As the summer winds down NER is still very busy with events throughout the area. By the time you read this, the Essex River Cruise will be history, and at this time (mid-August) it looks as though that more than 30 PCAers will be taking advantage of the great weather and comradery for one of our non-car events. The annual Zone 1 Autocross will have taken place late in the month at Devens, and NER is fielding a team in the club championship; more details next month. Our now annual weekend at Watkins Glen will round out an exciting August with three days of driving at this world famous track.

September will be a very busy month for us. On the 10th our annual Porschefest concours will be held at Larz Anderson Museum of Transportation in Brookline. For the last two years we have drawn more than 150 entrants each year, including the largest gathering of 928s in the country. Weather permitting, we look to at least equal those numbers this year.

Then next day we head to Myopia in Hamilton,

September will be very busy... On the 10th our annual Porschefest concours will be held at Larz Anderson Museum of Transportation...

MA to watch the polo matches and hold our traditional picnic competition along the polo field. Just let Fedele know you are coming and pay the reasonable entry fee at the gate.

NCR will hold a DE event at NHMS on the 15th of September, and we will hold our last DE of the year the next day at same place.

Finally, we will be having a brunch and videos at Eyespot in the old Chestnut Hill Mall on the 18th of the month; full details elsewhere in this issue.

Many of you may have noticed in the last two issues of Panorama a rather heated discussion by members who had weighed in on their preference for with a stick shift or PDK transmission on their Porsche.

After reading the responses until I was red eyed, it seems that the discussion boils down to whether you embrace technology to give you the best performance out of your Porsche or do you have the

traditional value of enjoying the shifting yourself, where you are in control instead of a "black box," and the skill that demands.

Our editor always welcomes letters to the editor so why don't some of you express your opinion on this subject.

Finally, in talking with some friends in the club about their experiences at the recent Parade in Savannah, one mentioned that Porsche had a 911 on display that had \$43,000 worth of options, including (get this) a leather-covered fuse box for a mere \$1300.

Fortunately for we drivers, Porsche has always made great cars to be used as they should be, on the road. But they are also luxury cars. A segment of the Porsche ownership desires the accompanying touches such as these, and Porsche seems more that willing to offer them, albeit at their premium prices. Years ago I had some dealers price list for 1996 911 options and there were 10 pages of options for trim on the inside, from leather-covered mirror switches to countless

variations on seat material and color, trim in wood, carbon fiber, or painted. And beyond that, Porsche will build a car for you (for a price) in any color of the rainbow, interior in any material and color, and other options beyond your wildest imagination. Examples

I have seen are a sunroof in the hardtop for a 911 Cabriolet, purple seat belts (the owner had to buy hundreds of yards of material though). And taste does not enter into this equation. For instance, one of our members used to own a Euro version 911 with light-green shag carpeting, an option on the car.

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Four Speeds & Drum Brakes

Tom Tate



I've been writing this column for a long time now and it occurs to me that my readers have only read about the good part about this car collecting hobby. From finding a Porsche that has been tucked away in a garage for years, to parts runs to PA, it looks like so much fun. It is a great time but there are some days when I wonder why I didn't take up something easy like golf. This tale is about a few of those days.

The '57 sunroof coupe is so close to the door that I can almost feel it going down the road. In a flurry of activity last week, I double-checked all the fuel line connections, poured gas in the tank and let it sit for a few days in anticipation of starting the engine. The fuel cock under the dash had a slight leak (boy, did it smell) that I chased for three nights but finally corrected.

The engine that I installed, while not the correct one, is correct for the car and looks like new. I had taken it out of another car some four years ago and it was running great at the time. As time went by I was careful to turn it over by

(T)here are some days when I wonder why I didn't take up something easy like golf. This tale is about a few of those days.

hand every few months to keep it in good shape. It dropped in a few weeks ago with the help of three grandsons, and I was looking forward to that initial startup.

When it came time to hook up a battery for the first time I was surprised to see a spark jump to the ground strap as I approached the post. For a car with no electronics, there should be no current flow (creating a spark) when hooking up a battery. Thinking that there might be a short in a light somewhere, I removed all the fuses but the spark was still there. Next I took off the wire that supplied everything except the starter. And the spark was still there. It had to be something in the starter. After testing the starter on the bench (don't ask how long it took to get it out, let's just say that starting the car was off the table for that night), I discovered that the 50-year-old solenoid had a short in it and needed replacing.

My great idea of running a 6-volt starter with a now 12-volt car just went out the window. I had to order a new starter and wait a week for it to arrive. I went with a high-torque modern version as a consolation for losing my high-speed spin idea.

As I waited for the big brown truck I went over all the other electrics to discover that the dimmer switch didn't work. Strange, it worked three months ago. I'll have to take that out and clean it later, for now low beams are fine.

The starter installation took up another evening as I discovered that because of the way the wires connect, they had to be mounted first and then the starter put in place. Installing the starter first and then hooking up the wires cannot be done by a human, I know that because of the two hours that I spent doing research on the issue.

With the starter in place I was ready to hook up the battery, turn on the fuel cock and start the engine. This engine had an electric fuel pump on it previously but I had installed a mechanical version because I wanted it to look correct. That was mounted before the engine was installed because it's a lot easier. I just removed a cover plate that had been used and put the pump in place and tightened the two bolts and I was done, or so I thought.

I did pour a bit of gas down the carburetors to give it an assist and it sputtered a bit but didn't want to start. The new starter was doing its job but after too long a period, I decided that I should see what the

problem was. These engines only need gas and spark to run so the search was easy. I pulled off the fuel lines coming from the tank to make sure there was no blockage in the lines. Fuel ran out smoothly. I pulled the top off one of the carbs to find no gas in the float bowls, not even a drop. I put a hose on the output of the pump into a coffee can and hit the starter — nothing. Strange that the new pump could be broken but that was the message: gas in, nothing out, therefore bad pump. The trouble was that I had installed all the engine tin thinking I was done and the lower bolt for the pump can't be reached unless those pieces are removed. I met a guy once that could do it but not me. An hour later with the pump in hand I could see that the shaft that drives the pump was broken off about 1/2-inch from the end. The little piece along with the cover washer was gone having fallen into the bottom of the engine. The spring was still there so I fished it out and went to make a few calls to find another pump. A job for another day.

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Flat Sixer

John Bergen



Man is it the September column already! Where does the time go? The kids will be back in school in the not too distant future and I will be dreaming of driving school, hopefully in the late fall and at someplace warm. But I digress.

So, the Bergen family survived our Mediterranean cruise, and what a cruise it was. I don't know about all of you but this was my very first cruise. Yes, I was a cruise virgin. I had no idea what to expect beyond what little I knew from speaking with friends who had been on cruises.

The only thing that I thought I knew for sure was that there would be plenty of food so it was a safe bet that we wouldn't starve. Other than that it was a big mystery to me. I mean I had visions of being stuck on a big ship for 10 days with nothing to do but eat and drink. Now granted those weren't terrible visions but there must be something more to a cruise than that, and there was.

Let me give you some highlights without boring you all to death. The cruise Dot and I decided on was one that would allow the boys to learn about,

So, the Bergen family survived our Mediterranean cruise, and what a cruise it was. I don't know about all of you but this was my very first cruise.

and see first hand, things they were learning in school. The cruise we chose would be cruising from Istanbul to Venice, making stops in Turkey (of course), Greece, Montenegro, Croatia, and finally Italy.

As I said before, I have never been on a cruise so picking a cruise line was kind of hit or miss. Friends of ours have raved about Silver Seas, which was a starting point for me in my quest to find a good cruise. What I found out was that there are a lot of cruise lines out there, thanks to Google, and they have a wide array of amenities and costs. I ruled out Silver Seas after exploring their website and realizing that they weren't kid friendly. I then settled on a line called Seven Seas (Regent) that seemed to have everything I was looking for; i.e. they had a kid's club, the price was all inclusive, and the ship wasn't as big as a city.

I have to say that I was extremely impressed with Seven Seas, from booking all the way through to the end of the trip. They were on the ball and handled everything professionally. The trip from Boston to Istanbul, while extremely long in both distance and elapsed time, was enjoyable for us. We flew Lufthansa through Germany and

we were able to take advantage of the Lufthansa clubs in Boston and Germany. This gave us some nice space to relax in and all the food and drinks we wanted, which delighted the kids to no end.

Upon arrival in Istanbul we were met by Seven Seas representatives who led us to a bus that took us from the airport to the ship. The ride to the ship gave us an opportunity to see the city from a good vantage point. This was a Saturday so there was a lot of activity going on in the city. One of the things that caught my eye was the large number of minarets dotting the skyline. I would later find that there are about 3,000 mosques in Istanbul, which seems like a lot, but given the size of the population and the fact that over 97% of the residents are Muslim, 3,000 really isn't that many.

Anyway, we got to the ship, which seemed like a pretty good size to me, and boarded. As I said, the cruise line was on the ball. We were welcomed aboard with champagne and given a brief introduction to the ship while we checked

in. Our suite was on the top-most deck for rooms, which was the same deck as the pool and one of the main restaurants. This would prove beneficial for all of us, since it gave the kids easy access to the pool.

When we booked the cruise, we had the opportunity to select what tours we wanted to take. The tours varied in time, from two hours to seven, and effort, i.e. walking or not. We chose tours that would keep us active and also allow us to learn more about the cultures of the cities we were visiting. We tried to stay away from the longer tours so that the kids could have some time to themselves, swimming or hanging out with the other kids on the cruise. There ended up being about 80 kids on the cruise out of the 700 passengers.

We enjoyed almost every single tour and I was able to take a ton of pictures. If I had to rank them, I would say from a historical perspective the order would be Ephesus (Turkey), Athens, Istanbul, and Dubrovnik (Croatia) as my top four, with Montenegro being my least favorite.

The number one tour was of Ephesus, which had once been a port city of great importance. In its heyday it was roughly the size of San Francisco. It was a booming metropolis with a stadium, large theater, and a covered orchestra theater. Ephesus also boasted a large library that had a brothel across the street from it. It had a tunnel

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Minutes Of The Board

Joyce Brinton – August 10th, 2011 NER Board Meeting



Members present: Amy Ambrose, Joyce Brinton, Fedele Cacia, Robert Cohen, Bruce Hauben, Chris Mongeon, Adrienne Ross, Steve Ross, Bill Seymour, and Ginny Young.

The board met at 6:30 pm on August 10th at the home of Robert and Karen Cohen; the meeting was hosted by Chris Mongeon, their son-in-law. After socializing over drinks, snacks and a delicious dinner, the meeting was called to order by Steve Ross at 7:37 pm.

Steve reported that the Nominating Committee, which he chairs, and which included Amy Ambrose and Karen Cohen, has developed a slate of candidates for the annual election of officers. This slate was reported to the board and approved. The slate includes the following: President, Chris Mongeon; Activities, Bill Seymour; Administration, Fedele Cacia; Treasurer, Kristin Larson; Membership, Virginia Young; and Secretary, Nick Shanny. Steve Ross becomes Immediate Past President.

Any other members interested in being included on the ballot must submit to the board a signed statement that he/she will perform the duties of the office for which he/she would be a candidate. Such a statement must be submitted before the October 12th board meeting. Detailed job descriptions for each board position are being posted on the NER website.

Activities Report: Bruce reported on DE. The Calabogie DE event had roughly 110 drivers, but only around 25 were from NER with a similar number from our co-host RSR and a slightly smaller number from our other co-host, NCR. Those attending the event were very enthusiastic about having it repeated next year and the Track Committee is also supportive, assuming it is financially feasible. The track has confirmed that we can have the same dates again next year.

LCMT was almost completely sold out, as it usually is. Bruce is trying to confirm the dates for next year's Blues Festival so that once again this DE event will be during that festival.

The new Track Chair, Stan Corbett, is working on finding a replacement for Operations Chief (the position he holds this year) as well as a replacement for Novice Development Chief, in the event Moe Auger's health prevents him from continuing in that position. Other than those two positions, it seems the rest of the committee will be continuing for next year.

It was noted that it has been very helpful to have the TC attending board meetings this year (Bruce

is not only Track Chair but also Immediate Past President) and thus it was agreed that Stan Corbett should be invited to attend board meetings when he can do so.

Bill reported that a car caught on fire at the last autocross event, but the driver had a fire extinguisher and was easily able to put it out. The Autocross Committee will be purchasing additional fire extinguishers to have on hand at future autocross events. The committee will be initiating "Taste of Autocross" runs to permit individuals to ride as passengers in order to introduce them to the sport. As in DE, these individuals would make a contribution to NER's charity, Angel Flight, sign the PCA waiver, and meet all the other requirements for participating in an autocross event. The committee is polling attendees to decide a time and place for a year-end celebration at which trophies will be awarded to the class winners and a "most improved" driver will be recognized.

As reported at the last board meeting, the Dows have planned a Fall Tour for the Columbus Day weekend — look for details elsewhere in this issue of the NOR'EASTER. Plans for the September 10th Concours at the Museum of Transportation in Brookline are all set, and registrations are starting to trickle in.

Steve reported that he has identified several people from the south shore and RI who will

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Happy PCA Anniversary

Fourty Years

Robert Moreau

Twenty-Five Years

Steven Reilly

Twenty Years

George Markley

Fifteen Years

Ron Rappel

Ten Years

Anne Clark
Ann Greenberg
Gregory Gutsell
Peter LaRocca
Hal Tovin

Five Years

Karen Bertalotto
Tony Culic
Debra Dellafera
Mark Dellafera
Julie Mckinley
Gareth Mckinley
Marianne Pickett
Michael Pickett
M. Sandfort
Ann Smith
Peter Sullivan
James Wogan
Mindy Wogan

Ahead of the Curve

Fedele Cacia



Finally, I get to talk a little about my street car now that it's back on the road after a couple of years of not feeling well!

Driving to Newport, following a good friend in his Viper, I basically blew the motor (I wasn't racing, honestly I wasn't).

When we pulled the motor to see the extent of the damage, we came across two split barrels, two other barrels housing broken pistons, rod damage and two blown turbos.

We replaced all cylinders and pistons with LN Engineering 3.8L pistons and billet barrels.

We installed a set of six R&R Pro I-beam rods with ARP 2000 rod bolts, and replaced the original head studs with ARP studs.

We replaced all the exhaust valves, intake valves, hydraulic valve lifters and rocker arms.

We machined the heads and also had to rebuild the turbos back to the original specs.

We relocated and enlarged the air intakes (see picture) by cutting into the rear quarters and placing them directly behind the intakes of the

of each! Watch out you Vipers!!!

A few other interesting specs:

- Full wide body kit by Anziano's, Santa Anna, CA
- Twin T3 Super 60 compressors
- Protomotive turbo kit
- "Big Red" Turbo brake conversion
- Size 335 rear tires
- Custom leather interior
- Paint by Barry's Auto Body, Natick, MA
- Engine by Conway Auto Works



When we pulled the motor to see the extent of the damage, we came across two split barrels, broken pistons, and two blown turbos.

rear spoiler, hence cold ram air (not visible when hood is closed)!

We installed a Tial Q blow-off valve, as well as the wastegates that had been originally installed.

We also installed 42-lb fuel injectors, but when we mapped the car we found that they couldn't get enough fuel to the cylinders when they were calling for it, so we had to replace them with even larger ones (60-lb).

The exhaust manifolds had to be replaced and modified to except the changes made to the straight exhausts after we cut out the cats and muffler!

We also installed two gauges, an air/fuel ratio gauge and a boost controller/gauge, which at present is set at a modest 11.8 lbs. of boost.

When we dyno the car, (hopefully within the next couple of weeks) we will raise the boost under a controlled environment so that we can see what the motor will safely accept.

Kenny Conway of Conway Auto Works (who did all of the engine work) is anticipating around 450 hp @ 15 lb of boost. I am hoping for a little more



The Long and Winding Road

Bill Seymour



The Globe sportswriters occasionally do a column that is either a “top 10 list” or “random musings” — sure signs that they are tapped out with nothing to write about. You have been warned.

One of the most meaningful metrics to us fossil fuel gourmards is the “Household Cylinder Count” or HCC (pronounced “hcc”). This, as I’m sure you already know, is simply the total of all cylinders in any internal combustion powered vehicle, recreational device or work/hobby/maintenance implement you own. (There is a website that refers to this as “Cylinder Index” and suggests that it should exceed your age, but we’ll let them play in their own sandbox.) Historically this has been a measure of manliness but, in these enlightened times, there is no reason to view it as such. After all, it is a “household” count and some of the vehicles, even some of the other devices, may very well be chiefly operated by someone of the fairer sex. So

For \$35 you can drive but I guess some people like to sneak up on things. What should we call it? How about “Licks of the Cone?”

let’s view this as similar to “household income” (in my case, the missus is the only income generator so I tread carefully) and do our calculations in a blended gender-neutral manner.

So, what is a good HCC? I suspect that most of us PCA-types are above average — and suburban PCA-types with a big yard will be even more so. And if you kick in some carbon burning hobbies (snowmobiles, stink pot boats, etc.) then you are going to get into some good numbers (“good” as in we know we aren’t helping the planet and we’ll try to conserve in some other ways). People with car collections will obviously score pretty high (I doubt this is the factor that motivates Jay Leno but think what his HCC must be!). The HCC for the Driscoll-Seymour household is 32 of which 75% are cars (since we are still paying for college we get to count Nora’s car). That’s close to my age but not quite. The highest score I’m aware of is my cousin who adds ATV’s, snowmobiles, boats, a motorcycle and a plane to four cars and a heavy-duty assortment of garden equipment — yielding a HCC of 67. (He comments:

“All I can say is that’s a lot of spark plugs, filters, oil, gas, camshafts, crankshafts, valves, gaskets and things that are sure to cause just as much aggravation as exuberance.”) So go count ‘em up out there and send me the result including detail. I will announce the winners (well, the highest scores anyway) in my next column.

In terms of other filler, I mean interesting items, I bought an accelerator pedal extender so that my daughter, who is small of foot, could improve her heel-and-toeing. We’ll see how it works at Lime Rock in a few days. I can tell you that it did nothing for my autocrossing. On a wet day I at first attributed long stopping distances to wet rotors, then to bad traction — then I finally realized I was hitting the gas at the same time as the brakes. Maybe this will get me to finally spring for some driving shoes.

We have now done all but the last autocross event (see write-up of autocross #4 elsewhere).

After a few issues with timing we now seem to have it under control and things are running smoothly. There are a lot of very dedicated helpers making it happen, so thanks to all of them. One new innovation is that we are copying one of DE’s good ideas and offering our own version of “Taste of the Track.” For a \$20 contribution to Angel Flight, you can come and get passenger rides to see what it is all about. (For \$35 you can drive but I guess some people like to sneak up on things.) What should we call it? How about “Licks of the Cone?”

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Upshifting

Bruce Hauben



I was sick and tired of all the MLB doping brouhaha several years ago, not to mention the NFL and NBA. But the MLB seemed to have a lock on the media attention, whose span can admittedly be rather short. These were supposedly grown men electing to do something the league said was verboten, so what's the big deal? Is that any different from PCA members cheating in the set up and mechanics of their Club Race Porsches, or paying for a DE admission to reserve a space when in your deepest heart know that you'll have to cancel shortly before the event because your sister-in-law has a party that you must attend that night if you expect to stay married?

So, imagine my horror (not) over the most recent Roger Clemens prosecution. The Rocket wasn't in court to defend himself against "doping" charges. He was in court to defend himself against charges of lying to Congress because the federal government believed he had lied to a Congressional panel during their hearings when

(T)he "Kid from Littleton" is on a roll. Long time readers will recall my rants against the TSA... All I ask is consistency and pragmatism.

he said he hadn't used steroids and HGH.

First off, why the hell is the U.S. Congress getting involved with "drug use" in MLB? Shouldn't that be something that MLB handles themselves, in house? Do ya think that the U.S. Congress has nothing better to do with their time and our money than hunt down Roger and Andy Pettite and others? I don't mean to pick on the NY Yankees, because there were many others; Yankee names just happen to stick with me. If that's all our Congress could find to do with our taxes, woe are we!

Lying to Congress? Those 435 Congressmen/women got there for the most part because they lied to us. Remember when Marty Meehan pledged that he'd be a one term Congressmen and then served for 14 years only to retire from the U.S. Congress with a big, fat pension and become Chancellor at UMass, Lowell? Or the first Pres. Bush saying "...read my lips, no new taxes"? Where are you now when we need you, Bill Bradley; it seems as though his run for the Democratic nomination was decades ago but, in fact, it was 2000.

So Roger was on trial for having lied to Con-

gress, whoop de do dah! As Maureen Dowd wrote in a recent NY Times op/ed piece, "The latest prosecutorial implosion took place in federal court here on Thursday. Justice Department lawyers spent millions in these penurious times preparing a case with 45 witnesses against Roger Clemens, charging him with lying to Congress..." And then they f*&^% it up with a sophomoric legal error that caused Federal Judge Reggie Walton (no relation to Bill) to declare a mistrial saying, "I think that a first-year law student would know you can't bolster the credibility of one witness with clearly inadmissible evidence."

Long live The Rocket and may the U.S. Congress get their priorities properly aligned.

BTW, our 2000 Euro GT3 track/race car is still for sale and we're motivated sellers. Check out the website MART.

Oh yes, the "Kid from Littleton" is on a roll. Long time readers will recall my many rants against the TSA and airport security. All I ask is consistency

and pragmatism. Yes, I know that is too much to expect from the federal government, but when hope is lost what is left...! A knee replacement reduces my — and many friends — air travels to a constant adversarial situation. The last time Joyce

and I flew my wallet became the point of contention. You must know that my "wallet" is a small packet of credit cards and ID cards surrounded by US bills held together with a rubber band, I never let it out of my sight, and my passport only increases my awareness and protection of my personal property. So, when I go through the pat down, required when the metal detection alarm goes off due to the metal knee not the wallet, my "wallet" is in my pocket or hand. Generally a quick survey by the handpicked, highly skilled, well-trained, client-oriented TSA personnel takes care of things and I'm on way... Accept that scenario and I have a lovely, historic bridge to sell you in a NY borough that was home to a baseball team (before they moved to the West Coast and were put into bankruptcy by Boston's own Frank McCourt).

Well this time the wonderful, helpful, beautiful TSA woman found this little "wallet" too "thick" for her inspection and required that it go back through one of the X-ray machines. You know that I was not going to let it out of my sight and that required starting up a silent machine that for

continued on page 38

Torqued Up

Amy Ambrose



"It's racing." That cavalier comment, adding an insouciant shrug of the shoulders, is the recurring phrase I have overheard many times as a spectator in every one of the racing venues I have observed during the past year, be it Grand Am, Rolex, World Challenge or even Ferrari Challenge. Yes, I am including the FC in this list. Why, you ask? Because if you remove the race titles they all boil down to just racing... with a few different colors. My sweetheart decided to enter the Ferrari Challenge series this year, which allowed me prime eavesdropping access to the inner sanctum of that series. When I went back to my driving enthusiast buddies and let them know I would be attending these races I was assaulted with a variety of pooh-poohing, with the underlying theme that it wasn't 'real' racing. Comments ranged from being told that it was a bumper-car series to the claim of everyone being forced to wear red from head to toe. Huh? Forced? No one has been able to force me to wear anything I do

One of them uttered the "it's racing" words and voila, in the blink of an eye everyone was smiling...

not wish to wear (suggestions have of course been made from time to time). I might add that Scuderia red is found in my color me beautiful skin tone palette. So away I went in search once again of evidence to debunk my self-described racing-purist friends' vociferous opinions.

Contact was made at one of the Grand Am races. Contact on a racetrack is never a good thing. Sometimes the contact is one driver's fault, while sometimes the fault lies with both. Until the in-car video is replayed there is always a chance each will blame the other — an especially high likelihood since passions are already escalated from the infusion overload of adrenalin. After pitting, they circled each other like wary big game lions — and it did look like a big game. The game was who would speak first, speak meaning apologize. They walked up to each other with puffed up chests, almost as if they were going to do a chest bump (but not the kindly sort). The moment was tense; few words were exchanged and it looked like there was a chance it would come to blows and then one of them said the magic words. "It's racing." Air deflated from their chests and both broke into wide grins and they shook

hands, while wishing each other good luck on the next race. The words were magic because what now could one do? Blame may or may not have been assessed. Costs were definitely not covered by the hitter so there was nothing left to do but move on. Everyone exhaled and crowd dispersed.

An almost identical scenario played out at a Ferrari race. Contact made; no one sure who did what. In-car replayed and consensus divided. The supposed hitter walked up to the hittee and exchanged words. One of them uttered the "it's racing" words and voila, in the blink of an eye everyone was smiling, except in this case they did the double air kiss. Kiss, kiss; all are friends again. Minor cultural divide on the shoulder shrug while speaking the magic words though; this crowd also included upraised palms with the shrug. You didn't even need to be in hearing distance to know what was said.

At another Grand Am race, in the hot pits one of the crews was missing the correct tool and their car could not have been fixed without it. Why not just lean over the railing to the competitor and see if they have one? Of course they did, and loan it they did. The race must go on. Recently at the Ferrari race a gearbox was needed. Someone must have a spare one that could be borrowed. No big deal; just like a neighbor borrowing a cup of sugar for a cake recipe. We'll just swap it out and return it when we are done. The race must go on.

Only the names have changed. Even from outer space, E.T. might have a difficult time telling them apart. He would probably tell you the Ferrari series is the one that looks like a big blotch of red when he gets closer to our stratosphere. But, of course, he couldn't miss the double air kiss. Mwah! Mwah!





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2011 Calendar At-A-Glance

September

- 10 PorscheFest Concours d'elegance
- 11 Porsches and Polo
- 14 Board Meeting
- 15-18 PCA Escape 2011 Flagstaff, AZ
- 15 NCR DE @ NHMS
- 16 NER DE @ NHMS
- 18 Brunch at Eyespot

October

- 2 Auction at Lars Anderson
- 8 NER Autox @ Fort Devens
- 9 Fall Rally
- 10-11 NCR DE @ NHMS
- 12 Board Meeting
- 18 NER Autox @ Fort Devens

November

- 9 Board Meeting
- 12 Not-Quite-Annual Photo Contest

December

- 7 Board Meeting
- 10 Annual Dinner

Brunch at Eyespot, September 18th 11:30-2:00PM Chestnut Hill Shopping Center



Come socialize with your fellow NER members for brunch and films, courtesy of Comella's pizza and Jorge Arroyo of EYESPOT.

Space is limited so please email Steve Ross at SLR944@aol.com, to hold your spot. There is no charge. Also special Porsche-only parking will be available in front of the shop with any overflow undercover in the back.

For directions and info about EYESPOT please press this link <http://www.eyespot.com/>

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Saturday October 8th will be the last chance for the Northeast Region Cone Killers to practice their art before the snow flies! Once again, we are lucky to run at the Sebring of the Northeast, Moore Airfield, located on the former Fort Devens site. Like all our events, AX Number 5 will feature speeds ranging up to 65 MPH on a course over a mile and a quarter long. There's little doubt that you will have the time of your life and make some new friends! All Porsche club members are welcome to attend and can drive their Porsche or "other" vehicle in one of 14 Porsche and one non-Porsche classes.

These events are designed to permit friendly competition while providing a venue for developing and honing your driving skill. We make sure you get to enjoy your Porsche in the way the manufacturer intended! So if you've never tried AX and just wonder what it's like, come on out and try it. We have plenty of instructors on hand to help introduce you to this exciting form of motor sport. And, if you are really not sure, try our new program where for a \$20 donation to Angel Flight, NER's designated charity, you can go for multiple AX runs as a passenger.

Entrants will get as many as 8 individually timed runs and be eligible for awards. The top three drivers in each class will be presented with an embossed pub-style pint glass suitable for micro-brews and bench-race-bragging (beer not included).

Registration opens at 7, closes at 8. Participants are encouraged to arrive no later than 7:30 to allow plenty of time for registration, tech inspection and course walkthrough before the driver's meeting. Also make sure you bring adequate clothing for any weather be it hot, cold or wet. Lunch is offered for a nominal fee or you can bring your own picnic style eats, liquids are always provided throughout the day free of charge.

You will be required to perform a work function during the day as part of the event.

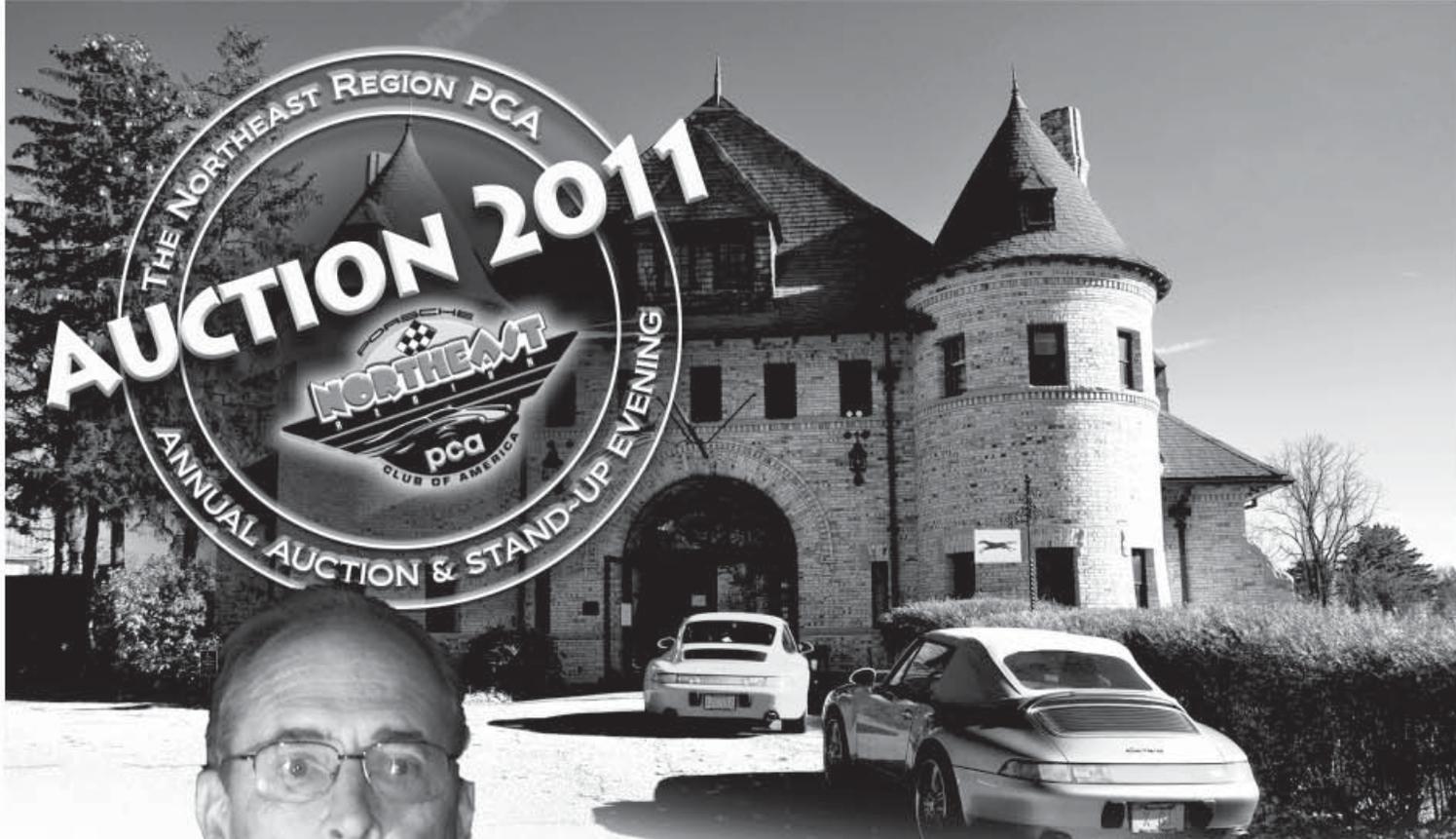
The cost for the day in advance is \$35 for members, \$40 for non-members. Onsite registration is \$45 for members, \$50 for non-members.

Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Registrar for further details.

We look forward to seeing you at this first event. Questions: contact AX Co-Chair Bill Seymour (autocrosschair@porschenet.com). For registration information, contact Autocross Registrar Jon Cowen (jcowenner@gmail.com).

Directions to Fort Devens

From I495 or Rt. 128 take Route 2 West. After you go under Route 495, travel another 3.6 miles. Take Route 111 North for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. After the right turn stay on Route 2A by bearing left at the fork. After the strip of stores, the entrance gate will be on your left after crossing the railway lines.



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Come join our talented and humorous auctioneer Tom Tate, as he leads the bidding on all manner of items... from the expected Porsche parts, tires, calendars, posters and everything else Porsche related to anything else that may be cluttering your home. In past years we have seen... custom pot holders, dishes, pots and pans, tools galore, gardening implements, old toys some of which may have been on Antiques Roadshow and photographs of all manner, you bring it... it gets sold and you get a good laugh from Tom's usual antics.

As an added bonus the Larz Anderson Auto Museum will be holding a swap meet on the lawn from 10am until 2pm... and food will be available there from a local caterer.

There is no charge for the event and the proceeds from the sale of items go to either the seller or our charity - Angel Flight, your choice.

Questions? please email Fedele Cacia at fedelecacia@verizon.net

OCTOBER 2 - following the Larz Anderson Auto Museum Swap Meet on the Lawn.

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 Collection. 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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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.

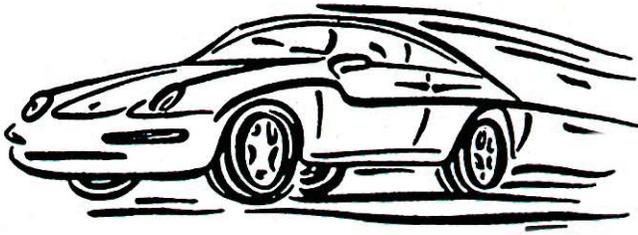
- A. Most colorful picture
- B. Best Porsche picture
- C. Best trick photography picture
- D. Best animal picture
- E. Best action picture (must be separate from Porsche or colorful entry)
- F. Best children's picture.

Questions please contact Steve Ross by email at SLR944@AOL.COM



A Report on Autocross #4

Copy by Bill Seymour



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It rained again. At least it wasn't cold and it didn't snow but we are getting a little sick of autocrossing in the rain. I guess it's good driver training but it sure would be nice to have a totally dry day. Despite the weather, and aided by the smaller turnout, we got our 8 runs done rather quickly (and it was frustrating that the weather was getting better as

The weather eliminated half of the suspense for the day. The "High" run group went first and got dry runs so their afternoon session, run in the rain, offered the opportunity to practice but not to change the morning's results. The reverse was true for the "Low" group: their morning runs were wet and their afternoon runs on a much drier track. This led to the two best contests of the day. George Rouhart held off Joe Kraetsch to win class 2R and Bob Canter squeaked by Chris Ryan in Class 3R. For the "High" run group the closest result was Mark Schnorr besting Christopher Fahey by less than 0.2 seconds in Class 6S, with Ted Shaw and Glenn Champagne close behind them.

Otherwise it was a pretty predictable day. All of the other class winners, save one, had stood on top of the podium already this season: Francis O'Day in Class 1S, Sigrid Schnoerr

continued next page



A Cone Killer hard at work. (Photo by Dan Mull.)



The winners circle for AX #4

in Class 1R (a half second faster than her husband who was driving a much newer car with twice the horsepower), Neil Halbert in Class 2S (with son Brian closing to less than 2 seconds behind), Noel Swartz in Class 3S, Steve Ross in Class 4S, Bill Seymour in Class 5S (Duncan Dana getting much closer), Ollie Lucier in Class 7R, Stephen Lefebvre in Class 9 and Jon Cowen in Class 12. The "save one" winner was Ed Moschella who is new to us in his Cayman R and took an impressive win in Class 8.

OK – one other new result: FTD was not Scruffy or Jake but rather Ollie Lucier with a 73.7 second run. And thanks to Scruffy (RKA – that stands for "rarely known as" - Stephen Lefebvre) for designing a nice course with a few cute tricks.

So we have one more event on Saturday, October 8th. At this point the season series results are pretty well decided if everyone shows up and things run to form. The one class to watch, as it was last year, is Class 3R where Bob Canter and Chris Ryan are neck and neck. But that doesn't mean it won't be fun. Last chance to get your AX licks in before the snow flies! And it won't rain, promise!



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It isn't that Bad a Job After All...

Copy and Photos by Paul Tagliamonte

Traveling west on Route 6 (Mid Cape Highway) from Exit 9 in Dennis is always bittersweet for us. On the one hand, this particular decreasing radius ramp coaxes me to lift then feed power in a way that when timed correctly, results in my wife's '02 996 C4S needing very little steering input. Even at legal speeds, the feel of that turn is always fun and makes me think about driving an efficient line. On the bitter side, this ramp generally signals the end of a fun weekend as we point toward the Sagamore Bridge and our world beyond Cape Cod.

Last Monday morning was especially sunny and warm and as we transitioned from the ramp onto the highway I kept an eye on the voltmeter as we worked through 3rd and 4th gears, then granny shifted 5th and 6th. Seeing the gauge hover just under the 14v line, I nodded to Jill and declared that replacement of the alternator was really not all that bad a job after all...

The weekend prior was Memorial Day Weekend, and after an errand in Hyannis we jumped in the car and with a turn of the ignition key, heard the dreaded sound of a healthy starter motor clicking, the symptom of a dead battery. My wife is really "heads-up" with cars and instinctively jumped into the driver's seat and on queue dropped the clutch as I pushed the car. Sure enough, the engine snapped to life and I brushed the problem off as worn out five-year old battery. We stopped into a nearby Auto Zone and 45 minutes later were back in Harwich and swapped the battery. When I started the car, the voltmeter fluctuated near 13.2v. After a short drive, it slowly dropped to about 10 volts and I realized that this was more likely a charging system issue.

Wanting to avoid the risk of a break down on the way back to Charlestown, we left the car at the Cape and took our '87 cab home and on the ride thought about my plan to replace the alternator. Our busy work schedules coupled with the fact that I really have done zero work on the water cooled cars made the task seem somewhat daunting and I hesitated taking this on. Bringing the car to EPE in Natick would be the natural choice since they normally service it; however the car was 90 miles away from the shop. On the other hand, a huge portion of my interest in air cooled Porsches is centered on tinkering, so I decided to have at it.

A quick search on the internet proved the job to be fairly straight forward and with a remanufactured alternator in hand, shared my plan with close friend Steve Ross. As always, he was right there to offer assistance and he promised to check with Bill at EPE to see if there are any tricks to doing the job. He was also kind enough to borrow a 24mm wrench from Winn Perry.

I will share with you my insights that are simply based on the standard replacement instructions which are available on the web. The job truly is straight forward and I know that I could probably do the job in significantly less time if I were to do it again. We took pictures and did a little detailing along the way and spent about 3.5 hours total. Steve Ross, my son Paul, and I

had a great time with the project.

For this short article, I will say that the disconnection of the battery, removal of the air cleaner housing and throttle body clamp is a 5 minute job. Disconnection of the electrical plug for the air flow sensor is another quick task – assuming that you gently release the electrical plug. The connector provides a solid connection, but I recommend a light touch since the plastic is somewhat fragile.

Before releasing the belt tensioner, we drew a picture of the pulley orientation (including the belt path) and this made reinstallation go a lot faster. The 24mm wrench is used to release the spring loaded tensioner while the belt slipped off.



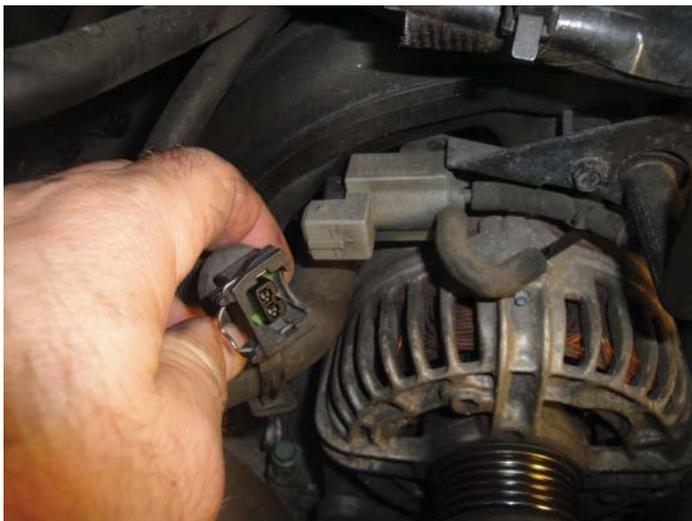
Turn the belt tensioning bolt clockwise with a 24mm offset box wrench to release the belt.

At this point, there was one more electrical connection on the vacuum switchover valve to disconnect and then two screws that hold the unit at the intake distributor were removed. It is important to be careful not to damage the sealing ring for the brake booster – I was able to rotate it safely out of the way without putting any strain or force on it.

The alternator has two bolts holding it in place. The left hand side was removed, and then the right hand bolt (with an idler on it) was backed out 3 full turns. This is where instructions say that a gentle tap will loosen the threaded bushing in the generator arm. In reality, the gentle tap part is correct – you would never be able to swing a hammer in this cramped space anyway! However, it may take a few gentle taps... In any event once this is accomplished, the bolt should be unscrewed/removed.

The "tricky" part – if you want to call it that, is to understand that the unbolted alternator will not simply slide out. You need to rotate it in place clockwise. To free the right side of the alternator from the bracket may require the use of a pry bar or

continued next page



Disconnect the electrical plug on the vacuum switchover valve and unclip from its housing.

gently tap (with a hardwood block) on the housing. Once free of the bracket, you should move the alternator toward the rear of the car slightly.

At this point, note that the alternator has two electrical connections at the rear - of which one is a plug connector that must be disconnected before moving the alternator very far. Steve was emphatic in his caution about this step! I just barely fit my hand in the gap above the alternator, but the connector will disconnect without too much effort. Removing the alternator will allow access to the nut that holds the second connection to it. It was at this point that I noticed that the front bearing on the alternator was in fine condition (often belt loads and wear will cause front bearings to wear and result in a short).



With the defective alternator disconnected and moved toward the rear of the car, you can see how insulation was packed in and around the alternator.

Then, I saw the culprit – Mice! The rear of the alternator was packed with shredded material. I looked inside the engine bay and sure enough to the rear and left side of the space the alternator occupies, we saw enough nesting material to fill a lunch bag. My immediate concern was the condition of wiring or other potential damage and fortunately determined that there was none.

My guess is that the alternator probably overheated the diodes in the voltage regulator and out of curiosity I plan to have this one tested.

With a shop vac in hand, we cleaned up, and then did a little detailing before re-assembly. We had things tidy in no time and the new unit went right in (ours had the pulley already installed).

In my research, I found a couple of discussions about alternators that came loose and the reported damage was expensive. They had concluded that this was the result of not using a torque wrench or setting it incorrectly. I set the torque on the alternator bolts to the target factory specifications (11 ft/lb – M8, 33 ft/lb – M10, 48 ft/lb – M16).

After a short time re-assembly was complete, the battery was connected. Sure enough, it started right up and the voltmeter read just under 14 volts – success! Of course, working for the company that I do, the Bose® audio is very important to me so the final step was punching in the radio codes.

With Paul, Steve and me standing at the rear of the car, I watched the new serpentine belt spin smoothly around the various pulleys and noted that someone should design a race track in that form – it would be fun to drive...

As a matter of fact, if they would just redesign the roads around Exit 9 in this pattern...



All done! (clockwise) Paul Tagliamonte, son Paul Tagliamonte and Steve Ross.

NER Board Proposes Amending the Bylaws

The NER Board appointed a committee to review and propose amendments to the NER Bylaws. That committee included the following NER members: Joyce Brinton, Robert Cohen, Bruce Hauben, and Matthew Wallis. The committee met several times and exchanged numerous emails regarding possible amendments and then prepared a draft of their recommendations for an amended set of Bylaws for the Club which was presented to the Board at its June meeting. The Board discussed the draft and approved it with a few additional changes.

The proposed amended Bylaws are now being presented to the membership and will be voted on as part of the annual election of Officers which takes place in November. The affirmative vote of two thirds of those members voting is required for approval of the amended Bylaws.

Many of the proposed changes are merely to make editorial corrections and to bring the Bylaws up-to-date by recognizing current Club practices and especially the use of electronic media. A few of the changes require a bit of explanation:

5.1(b): While Board meetings have always been open to any NER member, it was not clear that NER members could place something on the Board's agenda; this change makes that clear.

5.2(c): It makes more sense for the Immediate Past President to assume the duties of the President in the event the President is absent rather than the Administrative Vice President since that individual might be new to the Board.

5.3: Adds a provision so that if a Board member is replaced before July 1, he or she will be considered as having served a full term and thus may only serve one additional term in that position.

5.4: The prior language left it unclear as to what would happen if the Board "requested" the resignation of a Board member and that Board member refused to resign.

6.4/6.5: The changes will permit electronic voting and restricts voting to primary (i.e., dues paying) members.

Article 7: Since NER has not held "business meetings" of the entire membership for many years and since the business of the Club is handled by the elected Board of Directors, we removed sections 7.3, 7.4, and 7.5 as no longer required. Thus rather than referring to monthly meetings, the Article now refers to monthly events.

Article 11: Since the NER membership is at least 10 times larger than it was when the Bylaws were originally drafted, the number of members required to propose amendments to

the Bylaws has been increased to 50. Voting on amendments to the Bylaws will, in the future, require an affirmative vote of two-thirds of the primary members voting.

The Board of Directors recommends that these amended Bylaws be approved by the membership.



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BYLAWS
As Amended, ~~February XXXX~~ 2011 July 1990

PORSCHE CLUB OF AMERICA, Northeast Region, Inc.

ARTICLE 1: NAME and PRINCIPAL OFFICE

The name of the club shall be the Porsche Club of America, Northeast Region, Inc., hereinafter referred to as “the Club”. The ~~principal~~ principle office shall be at the residence of the President, or such other location as he/she may direct.

ARTICLE 2: GENERAL OBJECTIVES and POWERS

The general objectives of the Club are as follows:
to encourage the highest standards of safety and courtesy;
to promote the exchange of technical information;
to enhance the image of the Club and Porsche owners in general through community relations and charitable causes;
to establish mutually beneficial relations with Porsche dealers, independent repair shops, other regions, and the national organization;
and to engage in such automotive and social events as may be agreeable to the members.

ARTICLE 3: BADGE

The logo of the Northeast Region shall be ~~circular in form, being~~ inscribed with the name of the Northeast Region and the initials “PCA”. Use of the Club logo is restricted to official Club purposes and display on vehicles. It may not be used for commercial promotional purposes or personal uses other than display on a private vehicle unless expressly approved by a majority vote of the Board.

ARTICLE 4: MEMBERSHIP, DUES and PRIVILEGES

Membership in the Club shall be limited to members in good standing of the National Porsche Club of America, Inc. Members may be assessed regional dues. Regional dues shall be set on an annual basis ~~by~~ a majority vote of the Board no later than the February Board meeting. In addition, entry fees may be charged for events and subscription fees may be charged for publications.

A member in good standing of the region must be a member in good standing of the national organization, have paid up regional dues (except those specifically for newsletter subscriptions), and in addition must not be under suspension by the region.

The Board may suspend or reinstate an individual’s regional membership by a two-thirds or greater vote. Cause for suspension includes, but is not limited to: disregard of safety rules and procedures, or unsafe driving at any National, Zone, or Regional event; failure

to pay monies owed to the Club; and actions which discredit the region or national ~~board~~organization.

A member suspended for driving safety reasons may not participate in any regional driving events, including rallies, until reinstated by the Board. A suspended member has the right to appeal to the Board and request a vote for reinstatement.

ARTICLE 5: BOARD OF DIRECTORS and OFFICERS

5.1 BOARD OF DIRECTORS

5.1(a) The Board of Directors shall consist of eight members: the seven elected officers of the Region plus the ~~I~~Immediate Past President, who shall be an ex-officio member. The Board of Directors shall establish policies and see to the proper conduct of the affairs of the Club in compliance with these bylaws. Any Board member may appoint, dismiss, or replace any chairperson within his/her realm of responsibility with the consent of the Board of Directors, ~~such individual chairperson as is necessary to properly perform these duties.~~

The President shall, with a majority approval of the Board, appoint a person to serve as the Safety Chair by February 1 of each year. No driving event (e.g. rallies, autocrosses, driver education, ice time trials) may be held without a person currently filling the Safety Chair position.

The Safety Chair is responsible for the enforcement of all safety policies and procedures promulgated by the National organization, the covering insurance company, event site rules, and regional policies. In addition the Safety Chair may exercise his/her own judgement relative to safety issues not specifically covered otherwise.

5.1(b) The Board of Directors shall meet regularly once each month, and may convene other meetings at the request of three or more Board members. Meetings shall be open to any ~~e~~Club member and any Club member may place items on the agenda for Board consideration. ~~except that~~ However, the Board may, upon two-thirds affirmative vote, elect to have such closed meetings as it deems appropriate. A quorum at any ~~of~~ meeting of the Board shall consist of a simple majority of members of the Board.

5.1(c) All actions of the Board of Directors shall be reported promptly to the membership through two or more of the following means: Club newsletter, email, or posting on Club website ~~the media of the club newsletter, scheduled meetings of members, or such other means as the Board may decide.~~

5.2 OFFICERS

5.2(a) The officers of the Club shall be President, Immediate Past President, Administrative Vice-President, Activities Vice-President, Secretary, Treasurer, Membership Secretary, and Newsletter Editor.

5.2(b) The President shall be the principal executive officer of the Club, and with the support and assistance of the other officers shall be responsible for implementing the policies established by the Board of Directors.

5.2(c) The Immediate Past President shall assume the duties of the President in the absence of the latter, and shall undertake such other duties as the President may assign.

~~5.2(de) The Administrative Vice President shall assume the duties of the President in the absence of the latter, and shall undertake such other duties as the President may assign.~~ The Administrative Vice-President shall be responsible for overseeing those activities of the Club which do not fall within the assigned duties of the other officers, including but not limited to monthly meeting events (such as the Annual Dinner, a newcomers meeting, dealer liaison, technical sessions, and service reports), monthly meetings, and as well as the “Goodie store”.

5.2(ed) The Activities Vice-President shall be responsible for all activities involved in driving events, such as rallies and autocrosses, including planning, scheduling, rules, publicity, registration, safety, awards, stewards committees, and other related items.

5.2(fe) The Secretary shall be responsible for the preparation of the minutes of the Board meetings, any Club correspondence and the maintenance of the Club’s non-financial records. ~~Club’s correspondence and for the maintenance of the Club’s records.~~

5.2(gf) The Membership Secretary shall be responsible for the handling of all matters relating to membership in the Club and shall be responsible for dealer liaison activities ~~have one standing committee to handle all matters relating to circulation of the newsletter.~~

5.2(hg) The Treasurer shall be the custodian of the Club’s funds, shall handle all billings, receipts, disbursements, mailing permits, federal and state tax matters, and shall maintain all necessary records in connection therewith. At the ~~June~~ March meeting of the Board of Directors, the Treasurer shall provide to the ~~Board~~ Recording Secretary copies of the following relating to the previous year:

- a) Statement of receipts and disbursements;
- b) Federal Tax Return, or copy of IRS regulation waiving such requirement;
- c) Massachusetts Tax Return, or copy of regulation waiving such requirement;
- d) Annual Report, to be filed with the Secretary of State;
- e) Change of address form, to be filed with the Secretary of State, if necessary.

The Treasurer shall file necessary tax returns and corporation statements in a timely manner. The Treasurer shall appoint an Advertising Manager to assist in soliciting newsletter advertisements and collecting advertising revenue. The Advertising Manager shall report administratively to the Newsletter Editor and financially to the Treasurer.

5.2(ih) The Newsletter Editor shall be responsible for the preparation and distribution of the monthly publication of the Club.

5.2(ji) The Immediate Past President shall be the chairperson of the Parliamentary Committee, and may shall appoint such other members as he/she may decide, at least ~~one~~ of whom shall not be a members of the Board of Directors. At least one member of this committee shall be present at all meetings of the members or the Board to advise the President on points of law. This committee shall be responsible for constant review of these bylaws and shall recommend to the Board such amendments as may be needed. It shall formulate and present to the Board any amendments that may be requested by any substantial group of the membership of the Club.

5.3 The term of office for all officers shall be the calendar year. In the event that a currently serving Board member resigns or is otherwise unable to serve prior to December 1, the President shall, within one month, find and appoint ~~nominate~~ a successor, ~~even if acting, within one month~~ to fill the remaining term. The successor shall be confirmed by a majority two-thirds vote of the Board. If a successor starts on or before July 1st, he/she will be considered as serving a full term. Vacancies occurring after December 1st may remain empty until the incoming Board takes over. An officer may succeed him/herself, but not more than once in any office, and shall not serve more than ~~four~~ four consecutive terms on ~~of~~ the Board of Directors, with the exception that the Immediate Past President shall be eligible to serve as an ex-officio member of the Board without regard to the limitation to four consecutive terms. Notwithstanding any of the above, the Newsletter Editor may serve indefinitely.

5.4 Upon two-thirds affirmative vote of the entire Board, the Board of Directors may remove ~~request the resignation of~~ any Board member.

ARTICLE 6: ELECTIONS

6.1 Not later than its first meeting in June, the Board of Directors shall elect one of its members chairperson of a nominating committee. The chairperson shall appoint two eClub members, not members of the Board, to serve as committee members.

6.2 The Nominating Committee shall select one or more candidates for each elected office in the Celub for the following year, obtaining the consent of each nominee to serve if elected. The Chairperson shall report the names of the selected nominees or slates to the Board before ~~in time for publication in the~~ September so they can be

~~distributed to the membership in accordance with article 5.1 (c), issue of the club newsletter and for posting on the club website during the month of September.~~

6.3 Additional nominees or slates of nominees for any or all offices may be proposed by the members at any time up to and including the October meeting of the Board members. Such nominations will include a signed statement from the nominees that he/she (they) will perform the duties of office if elected.

~~6.4~~ The final ballot, including the nominees selected by the Nominating Committee, and those proposed as in paragraph 6.3 above, which may be arranged individually or in ~~such slates as may have been determined~~, shall be distributed to all primary members by mail or electronically no later than November 5.

~~6.4~~6.5 Only primary members shall be eligible to vote in the election of officers.

~~6.5~~6.6 The Board of Directors shall appoint a three-person committee of tellers, none of whom shall be members of ~~the~~ neither the Nominating Committee nor candidates for office, and not more than one of whom shall be a Board member. The Chairperson of the tellers shall report the results of the election to the Board no later than December 1st without otherwise disclosing said results and based on all ballots being received by November ~~15~~30th. The President shall report the results to the membership at the December Annual Dinner.

6.~~7~~6 Offices which become vacant after the election shall be filled by majority vote of the Board of Directors ~~such manner as they determine, subject to the limitations as provided on in~~ Article 5.3.

6.~~8~~7 Any nominations for national recognition shall be made by the Board of Directors in such manner as they shall determine.

ARTICLE 7: MEETINGS MONTHLY EVENTS

~~7.1~~ ~~The annual meeting of the region shall be held in December of each year and shall be known as the Annual Dinner.~~

7.1 Regular ~~meetings of events for~~ the members shall be held each month at such place and time as the Board of Directors may determine, direct and cause to be announced. The Board shall have the option of waiving the requirements for a monthly ~~meeting event~~ during either July or August, but not both.

7.2 Monthly events may include, but are not limited to, a newcomers meeting to introduce new members to the programs of the Club, tours or rallies, speakers, dinners, visits to places of interest, technical sessions, etc.

~~7.27.3 In the month of December, an Annual Dinner shall be held as one of the monthly events; on that occasion the newly elected Board of Directors will be introduced and various regional awards will be presented.~~

~~7.3 A quorum at any regularly convened meeting of the Club shall consist of twenty-five (25) regular or family members, or a number of regular and family members equal to ten percent of the regular members, whichever is smaller.~~

~~7.4 The President, or such other member of the Board of Directors, as he/she may appoint, shall preside at all meetings. Unless otherwise provided in these bylaws, Robert's Rules of Order shall prevail.~~

~~7.5 At all meetings of the members each active and each family member in good standing shall be entitled to one vote on any matter which is properly brought before the membership. Such voting may be viva voce (oral), or by written ballot, or electronically. No proxy or cumulative voting shall be permitted.~~

ARTICLE 8: FISCAL YEAR

The Club's fiscal year shall be the calendar year.

ARTICLE 9: OBLIGATIONS and INDEBTEDNESS

Obligations and indebtedness in the name of the Club shall be incurred only (a) for the general benefit of the entire membership, and (b) by authorization of the Board of Directors, and no personal liability shall result from action so taken.

An individual Board member may authorize commitment of Club funds up to the 'single member' limit; similarly, two Board members, one which must be the President or the Treasurer, may authorize disbursement of Club funds up to a 'two-member' limit. The two limits must be established by a two-thirds affirmative vote of the Board each year at the first regular meeting of the newly elected Board. Any single disbursement greater than the two-member limit shall require an affirmative vote by at least two-thirds of the Board.

Obligations of indebtedness incurred other than as provided herein shall be the sole responsibility of the person or persons incurring them.

ARTICLE 10: OFFICIAL PUBLICATION

Official communications to the membership may appear in a newsletter, [on the Club website](#), or in such other mailings ([including electronically](#)) as the Board of Directors may choose.

A percentage of the dues refund from the National Office to the Region is allotted to the cost of preparing [items referenced in article 5.1\(c\)](#), ~~and mailing the monthly newsletter (The Nor'Easter)~~.

ARTICLE 11: AMENDMENT OF BYLAWS

Amendments to these bylaws may be proposed by the Board of Directors, Parliamentarian Committee, or by any ~~ten (10)~~ fifty (50) or more primary members in good standing. Proposals shall be submitted to a member of the Board of Directors in writing, and in the case of a proposal submitted by the Parliamentarian Committee or the members, shall be accompanied by a written explanation, signed by each member, of the nature of and the need for such an amendment.

The Board of Directors shall forthwith cause the proposed amendment, together with the need claimed therefore, to be published in the Club's official publication and on the Club's website, and shall duly arrange for a vote of the members. The affirmative vote of two-thirds of those primary members voting by written or electronic ballot shall be required for approval.

NER Nominating Committee Candidate List for 2012

Steve Ross, Nominating Committee Chair, with Amy Ambrose and Karen Cohen, have developed a slate of candidates for the annual election of officers. This slate was reported to the board and approved. The slate includes the following:

President: Chris Mongeon
Activities: Bill Seymour
Administration: Fedele Cacia
Treasurer: Kristin Larson
Membership: Virginia Young
Secretary: Nick Shanny
Newsletter Editor: Adrienne Ross

Any other members interested in being included on the ballot must submit to the board a signed statement that he/she will perform the duties of the office for which he/she would be a candidate. Such a statement must be submitted before the October 12th board meeting. Detailed job descriptions for each board position are being posted on the NER website.



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American Customers Reaffirm Porsche as the Most Attractive Brand

Copy and photo courtesy Porsche Cars North America

Stuttgart. American customers have awarded top marks to Dr. Ing. h.c. F. Porsche AG, Stuttgart, for the seventh time in succession: according to the latest study entitled "Automotive Performance, Execution and Layout Study (APEAL)" by J.D. Power and Associates, the renowned American market research institute, Porsche is still the most attractive car brand in the USA.

In regard to vehicle rating, the Cayenne SUV took first place in its segment. The Porsche 911 also gained the most points in its class. The overall ranking is calculated from ten different categories, including driving dynamics and design, but also suitability for daily use and comfort of the vehicles. This year's survey is based on the information from around 73,000 new car buyers regarding a total of 234 different models which were registered between November 2010 and February 2011.

This outstanding result from the American market researchers is especially significant for the Stuttgart-based sports car manufacturer: North America is traditionally the world's most important market for Porsche.



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Four Speeds and Drum Brakes - continued from page 6

Another new pump dropped right in, and with everything hooked up I was ready two days later. More use of the new starter but no gas flowed. This was turning into a real mystery. The pump came back out in a hurry to reveal another broken shaft, and this time, a missing spring along with the cover washer and c clip. Time for more research, this was getting expensive and now I had a parts bid at the bottom of the timing cover. The little pieces would just fall to the bottom out of the way but that spring, all 4" of it, would definitely get in the way of the cam gears. I was going to have to dismantle the engine to get at the broken parts.

After some calls to mechanics smarter than me, I discovered that the problem was a spacer that I should've installed between the pump and the engine to give the needed 1/2-inch of clearance between the cam and the shaft. With the cover plate on the engine when last used and no spacer, I not only didn't have one, I didn't even know that I needed one.

It took much longer to take off the fan belt, remove the pulley, disconnect the tach cable, take the timing cover off the engine and fish out the broken parts than it took to get the spacer I needed. Of course that meant that I needed new gaskets for the timing cover, a new oil seal for the crank and a couple of nights to clean up the entire mess, but there's not much on TV at night anyway.

The sound of that car starting up after 39 years was worth the grease stained shirts, scuffed knuckles, cut fingers, and bruised head that I got as I worked on that old Tub.

It was a learning experience but certainly points out that the journey in these old cars is not always a smooth one. Some day I'll tell the story of the two weeks I spent chasing the leaks in the axle boots on the same car only to finally discover that the hose clamps that came with the rubber boots ran out of threads before they tightened sufficiently to stop the leaking. And that gear oil really smells up the garage.



Photo by Tom Tate.

It's been a couple of weeks since that fuel pump mistake and the Puddle Jumper has now taken a couple of test drives. It's not perfect yet but its close and driving the car after years of work makes it all worth it.

KTF



Photo by Tom Tate.

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connecting the two buildings for those discreet gentlemen who told their wives they were heading to the library to check out the latest scrolls. This is also the place where Saint Paul sent many of his letters; he must have really liked the Ephesians.

Next was Athens, and what I really liked was the Acropolis and the new museum dedicated to the Parthenon. I do have to say that I wasn't impressed by Athens the city and now that I have been to the Parthenon I don't have any compelling reason to go back. It's one of those once in a lifetime things and I do recommend visiting it since it is truly amazing that something that large and architecturally appealing was built so long ago. Plus, just thinking about the famous philosophers and teachers that have darkened its doorstep (so to speak) is quite impressive.

Coming in third was Istanbul, which is known as being where East meets West. This is another city with a long and storied history. For Istanbul, of course, we had to visit a couple of mosques and a bazaar, but a hidden gem was the underground cistern where the city used to store all of their fresh water. This cistern was also featured in the James Bond movie, "From Russia with Love." We didn't have a chance to visit the Blue Mosque, which is one of the most famous, but we did make it to the Hagia Sophia, which was very impressive.

In fourth place comes Dubrovnik, which is in Croatia. We had signed up to do a sea kayaking tour of the famed walled city of Dubrovnik but that unfortunately was cancelled due to some rough water conditions. Instead we went on a walking tour of the city. The look and feel of Croatia as we drove from the ship to the old walled city was eerily similar to San Diego where Dot and I used to live. This was a huge surprise to us and we both felt that we could live there and feel at home. Don't get me wrong. I know nothing about Croatia, their politics, or their views on religion so my impression of it is solely based on the look and feel I got during our short time there. The old walled city was really impressive and it is built on basically an island. We didn't have enough time to explore it fully.

And finally is Montenegro, which was a bit of a disappointment for us. Our tour was a walking tour of Budva, which has an old walled city similar to Dubrovnik. We actually visited Budva before Dubrovnik so our opinion of it was not tainted. Part of our disappointment was our tour guide, who was not as good as our other guides had been. The other disappointment was the feel of the countryside as we drove from the ship to the city. Montenegro definitely has the look and feel of what I imagined a cold war communist country to be like. There was one good thing about our visit here though; after the tour Dot and I ventured out from the ship into the old city of Kotor.

We wanted to climb the famed city stairs of Kotor, of which there are supposed to be over 1,300. The funny thing is we had to pay three Euros apiece for the privilege of climbing these stairs. It was quite the trek, and boy was it hot. I had a backpack and my camera so I had a slight handicap. We did make it to the very top of these stairs and I have to say it was worth the

trip up. The views were amazing, plus I had to have burned off a few hundred calories on the way up, which would allow me to enjoy a nice cold beer afterwards.

As I said, I didn't want to bore you with all the details. There were other cool places that we enjoyed but those can be stories for another time. I do have to say that the trip was one to remember and one that I would highly recommend for your bucket list. I would also recommend Seven Seas as a fantastic cruise line and cruising as a great way to spend a vacation. I know that Dot and the boys are now spoiled and want to know when the next cruise will be! Dot even made the comment to me that she will never travel any other way again.

To wrap up this column I am days away from heading to Watkins Glen. Dylan will be joining me again this year and we are both looking forward to getting back to the track. I am hoping for some good weather, not too hot and dry. I am also looking forward to seeing all my track-rat buddies. This is only my second event of the year so I have missed out on some good times.

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!

On the Edge- continued from page 4

3-4 lateral Gs (G-force) on each one of these bodies.

Each g represents a multiple of gravity equal to that of the pull of the Earth on the body. For instance, the Moon's gravitational field is 16.6% that of Earth's, and so if you weigh 100 pounds on Earth, you'd weigh 16.6 pounds on the moon. (Forget Weight Watchers, I need a ticket on one of those new private rockets!)

Four g is exactly what it seems; 4 times the amount of gravity, so your 100 pound body, being pulled/pushed sideways only now it weighs 400 pounds. Around the track you go – 4gs for 3 seconds, then off for 1, then on for 3, then off for 7, then on for 3 – again and again and again for 2-3 hours.

Remember in Jerry McGuire when little Ray asks, "Did you know the human head weighs 8 pounds?" from the back seat? Well now we put a helmet on, and add a pound of two. Through those turns – your head alone weighs 40 pounds. My chiropractor could buy a V8 Vantage with what he'd make off me!

So, your head is being pushed with 40 pounds of force, your body has 360 pounds pushing you around, AND you're doing 200 plus mph around a race track in traffic.

Now do it on with no grip what-so-ever.

It's tougher than it looks. So a bad decision on the official's part could be pretty aggravating. I understand his frustration. But in a world where cameras are literally everywhere, you have to be pretty careful these days about expressing it.

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2011 911 White

Boris Mandadzhiev
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1984 944 Red

Minutes - continued from page 8

organize the 2012 Zone 1 Concours in Newport, RI on the weekend after Mother's Day.

Steve also reported that planning is moving forward for future "Coffee and Porsches" to take place at several different locations. Information will be posted on the website and sent to members via e-mail shortly before each event.

Chris had distributed the Treasurers Report via e-mail; he noted that there was no major change from last month's report and that the tax return had been filed. The board approved the report. As usual, the club's financial reports are available for viewing by members on a by-appointment basis at the Cohen's residence.

Fedele reported that meetings are all set for the rest of the year and information about each is posted on the website and included in the NOR'EASTER. In addition, arrangements have been made to visit the Paul Russell automobile restoration facility in January. As usual, there will be a limit on the number of attendees so, once the information is published in the NOR'EASTER and on the website, but sure to sign up early.

Amy provided the following membership report: Primary members, 1,404; Affiliate members, 979; Total membership, 2,383. During the past month, there were 18 new members, 8 transfers in, and 12 transfers out (none from Massachusetts or Rhode Island).

Bob and Steve visited Angel Flight and discussed NER's support of the organization. Steve has decided that when he becomes Immediate Past President he will select Angel Flight NE to continue to be NER's charity.

The next board meeting has been changed to September 14th at will be hosted by Bill Seymour.

There being no further business, the meeting adjourned at 9:10 pm.

Marketplace For Sale

1997 993 Coupe Small body, Black on black less than 17K essentially new. Suspension rebuild via EPE – Bilstein, Eibach, bars. Drivetrain stock. Mint Fiske 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)

2000 Euro GT3 Track Porsche. Silver with Red & Blue graphics (removable). 21K track miles. This is a ready to go, well sorted, GREAT DE CAR - set-up, & maintained for PCA Club Racing by EPE. 2 Sets of Wheels, Moton Adjustable shocks, Full cage, 2 race seats, Schroth 6 pt. harnesses, AMB transponder with in car display + Hot Lap system, Full Motorola Long Track radio system, Cool shirt system, quick release steering wheel and much, much more. \$59,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

1995 993 C4. Black over Black Leather, 6 speed, a 103K mile beauty, the cleanest best running '95 around, Recent leak down-all 6 cylinders 0-3%; detailed twice a year, 3M vinyl protection. Factory floor mats, full power seat package, Digital 6 speaker sound package lets you adjust from concert hall to night club settings, AM/FM Casette (if you still have any) and 6 disc CD changer, Rear window wiper, power sun roof. Maintained by EPE. \$29,000 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

18" Fiske Mach V Wheels – Excellent condition, offset fit 964s and 996 GT3, probably many others. Was running 245/40 and 295/30 Hoosier R6. \$2,400 OBO Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (8/11)

18" Custom Steel Trailer. 4 yr. old excellent condition. 7,000# GVW, 4-10" Electric Brakes. 4 Heavy Duty aftermarket "D" rings. Axles are farther back to accommodate rear engine car and allow for low profile custom (reduces wind drag) 8 wheel tire rack, beaver tail. Aluminum storage box. New tires last year. \$2,250 OBO; Bruce Hauben 978.952.8517; mobile 617.835.3585; bmh993@porschenet.com (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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Upshifting- continued from page 12

some reason had not been in use.

Joyce has learned over the years to pretend that she doesn't know this obnoxious guy in line; I do much better on my own. So when those lovely TSA personnel ask where my stuff is on the X-ray belt and if I'm travelling with anyone who can watch it, I say, "No: I have to keep my own eye on it." Then they say, "don't worry, we'll watch it, nothing will happen to it." Sure — there's a laptop lying exposed in a plastic bin and maybe a cell phone and/or iPad and, oh yes, no one's going to accidentally pick that up because they thought it was theirs. Well, I won't let my stuff out of my sight, which creates another mess with the TSA.

Now, under a new program dubbed "behavior detection" manned by "behavior detection officers" the TSA expects these highly skilled, exhaustively trained personnel to have the ability to subjectively screen fliers by asking them questions like, "How long have you been in Boston" and, "How long will you be travelling"? These government employees insist that an 80-year-old woman in a wheel chair who can't support her own weight stand without support in a full body scanner. Yes, the Israeli airline El Al has been successfully using such "behavior detection" and "profiling" methods for many years, many years before "9/11," but with properly trained and schooled personnel. Where have we gone wrong?

My newest plan is to wear an athletic cup going through the TSA line. Let them pat me down then, or what will they see in the full body scanner? I love the idea but am worried that Joyce may really get on my case when those fantastically astute, highly trained and skilled TSA people don't let me board our flight, or delay me sufficiently that I miss it, and our next flights begin a major trip that I don't want to miss. Maybe I'll delay that plan for a flight that I don't mind missing and can make up at a later hour.

Cars.com assembles an America-Made Index (AMI) that rates vehicles built and bought in the US. Factors include where the parts come from (less than 75% of parts made in the USA disqualifies a car), sales, and whether the car is assembled in the U.S. The current top ten ranking:

Toyota Camry
Honda Accord
Chevy Malibu
Ford Explorer
Honda Odyssey
Toyota Sienna
Jeep Wrangler
Chevy Traverse
Toyota Tundra
GMC Acadia

I came across an interesting 'gov' website set up by the FTC — <http://www.onguardonline.gov>. It's an interactive site designed to increase the public's awareness of cyber crime, phishing, Trojan horses, etc., etc. Much of it is rather simplistic for readers of this column, but ya never know what you don't know until it's too late. And if it turns out that you wrote the content on the site, it'll certainly help the younger members of your family.

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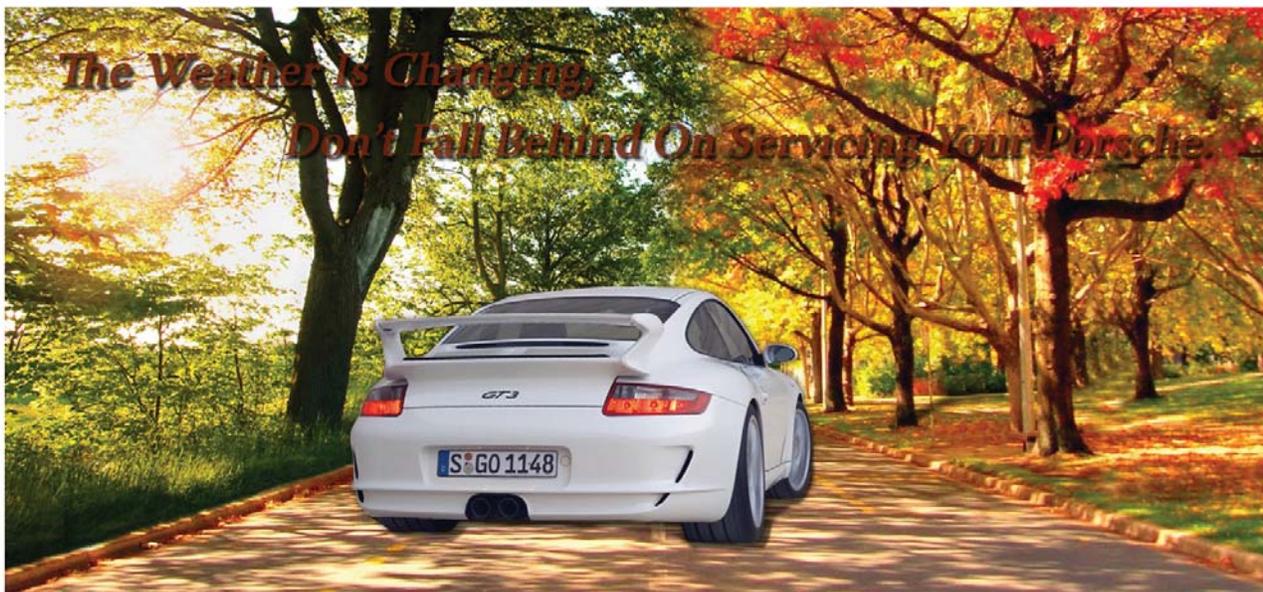
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