



EPE TECH SESSION - A REPORT
A Sit-Down with Spencer Pumpelly
The 2011 NER Annual Gala

THE NOR'EASTER

JANUARY 2012 JANUARY 2012

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

Due to an overwhelming demand, EPE is again happy to provide a checklist that will help you and your Porsche survive...another New England winter.

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



PLEASE NOTE THAT EPE CAN SUPPLY AND INSTALL THE FINEST BATTERY MAINTENANCE/CHARGERS AVAILABLE. WITH AN APPOINTMENT, OUR STAFF CAN INSTALL ONE OF THE DEVICES IN YOUR PORSCHE, OFTEN WHILE YOU WAIT. THIS VERY SIMPLE UPGRADE WILL ALLOW YOU TO LEAVE YOUR PORSCHE FOR EXTENDED PERIODS OF TIME WHILE AVOIDING THE INCONVENIENCE OF A DEAD BATTERY. THE OTHER AND PERHAPS GREATER ADVANTAGE TO KEEPING THE BATTERY CONNECTED AND CHARGED IS THE PRESERVATION OF ALL OF THE MEMORY AND ADAPTATION INFORMATION STORED IN ALL OF THE CARS CONTROL UNITS, AS WELL AS THE RADIO.



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Cover Photo by Adrienne Ross

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

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On the Edge

Adrianne Ross



Are you ready to embark on a third year with me? Year two here was jam packed with new things to see and learn and know. At the very beginning of this year I took in the Rolex 24 Hours at Daytona from the pits, and then the 48 Hours of Sebring in one week. That set the pace for the year to come. I've met famous drivers, infamous members, bonded more completely with new driving friends, and taken on a role in one of our own's charitable organization. But I've hashed and hashed through the tangible aspects. Maybe I'll start the year with the intangible.

My driving mentor once told me that driving starts in the paddock. You can't be going in 20 different directions before you drive. You need to think about what you're going to do out there. What you want to learn, what the goal is. Otherwise, you're just artfully throwing your car around corners in a big damn circle. But there's always something to learn, to discover, to feel. Think about that — before you get out there. If you cannot focus in the paddock, don't bother

(T)he good news is that you'll get another chance. The urgent news is — there's another corner coming up...

getting in the car.

I've taken this (and all of his advice) to heart. And when I can't drive around a track, I'm trying to remember what I've learned there. To process the lessons that came at 167 mph.

I'm going to share some of those lessons, both taught and discovered. Maybe you'll find them true too.

"Hold on Loosely, but Don't Let Go" — I hope someone has taught you this trick. If you palm your Porsche wheel at 3 and 9 o'clock, so the wheel touches the center of your palm, and gently wrap your fingers, and hand around the wheel, you can feel exactly what's happening under your wheels... in your (cough) lower region. Driving by the seat of your pants... literally. That's what that phrase means! Try it; it's a whole new relationship with your car when you find it talking to your inner core. It's got some interesting things to say, trust me. But if you're out there, on the track, with a vice-like death-grip on your wheel, well then, you won't feel anything will you? Tense muscles aren't really transmitting the message.

So relax. Let it happen.

"Don't Look Back" — Okay, a track-specific lesson. If you blew a corner, get over it. That corner is gone — the good news is that you'll get another chance. The urgent news is — there's another corner coming up, so focus, breathe, don't lament your mistake, and for goodness sake don't compound it in this corner. File it away, and process it in the paddock. Racing is about the moment now, and being nowhere else but in that moment.

"Under My Wheels" — The thing that is between you and the road is the tires. If they're no good, guess what. Nothing important like power, torque, braking, steering matters if your tires are greasy, or cold, or not in good condition. It's like putting the car on a skating rink with slicks, and thinking that the torque will save you. It's just not going to happen. People often think less about their tires than anything else, when they're the most important. Sometimes your foundation for moving forward isn't something you can see while you're driving, but you need to take care of the fundamentals.

"In Your Eyes" — You're eyes are very important aspects of your driving. Keep your eyes up! That's my mantra, driven into my head by every instructor I've ever had. If you keep your eyes up, you will drive more smoothly. It's hard sometimes to

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In This Issue...

We have a lot of changes this month. *Five* new columnists have started contributing, and I couldn't be more happy to have each of them on board. Thank you everyone, I'm really looking forward to your continued contributions. Please read thier pieces, and give them some shout outs and feedback.

I'm sorry about the column pictures. We're going to talk all new ones at the Board meeting in January, so next month we'll get them all uniform again.

January is a busy month for the club. Come to as many events as you can, stick your hand out and introduce yourself to board members, or anyone else. The club is chock full of kind and funny characters. We also need **reporters!** Volunteer to write a piece for the NOR'EASTER.

Check out the piece on Spencer Pumpelly. He is arguably one of the best drivers out there today, and a genuinely nice guy.

On the Loud Pedal

Christopher Mongeon

Chris Mongeon; who is this guy? Never heard of him. Is he new to the club? Will they let anyone write for this newsletter? As the January NOR'EASTER is opened, these questions and comments are sure to be out there. As the new President, I felt it was important to answer these questions. Ten years ago, pre-Porsche, my idea of recreational motoring was on a Harley Davidson Fat Boy. I was young, single, indestructible, and a little crazy. Almost all of that has changed. After a ride in a Porsche at New Hampshire Speedway, the decision to sell the bike was easy. The bike was sold to finance the purchase of a 1998 Boxster. Today, I am married with two boys, no longer believing I am bulletproof, but convinced I'm still just a little crazy. I became a member of PCA early in 2003 and started attending Driver Ed immediately. Except for a Novice Day Autocross, DE was the only activity I did within the club for a few years. Some may find it hard to believe, but I was a very shy, quiet, pit wallflower. That changed! Now I'm an Instructor for NER, attend as many

(I've) spent the last two years as the Club's Treasurer and, by the time you read this, I am now President.

activities my busy family and work schedule will allow, spent the last two years as the club's Treasurer and, by the time you read this, I am now President. I hope that answers some of your questions. Enough about me; how about the car?

When the hunt began, I put my trust in European Locators who purchased the car for me. They were given a budget and two things the car should have: M030 suspension and a hardtop. The rest didn't really matter, but Blue would be nice. Thanks to Dave Maynard, a 1998 Ocean Blue Boxster with Sport suspension and a hardtop arrived within a few weeks. Good thing too because DE registration was about to open. The car stayed completely stock, with the exception of a fire extinguisher, for the next four years. It wasn't long before I started counting the life of my tires and brake pads in days rather than miles. Was it time to start upgrading the car? Probably not, the car was still much more capable than I was, even in stock form. By this time, my second son was on the way. Could it be? Had the moment arrived? Did I have to part with my first Porsche

already? But the car and I were really starting to click. Didn't matter, all of the numbers said it had to go. If I wasn't in the Porsche, I was in a pickup truck or my wife Stephanie's VW. A Boxster is too small for a family of four. We had decided that she would stay at home with the boys and give up teaching for the time. So now we had gone from two incomes and no kids to the other end of the spectrum, single income with two kids. The car couldn't stay. I pulled out the fire extinguisher, replaced the latest set of worn tires and gave it a fresh set of brake pads. All too quickly it was sold, but with instructions that we would be given first right of refusal if the new owner decided to sell. I am happy to say, he did.

Today I'm the co-driver, with Bob Cohen, AKA Dad, of my first Boxster. It's back in the family and has been set up as a 'track only' car. With a lot of help from Jerry Pellegrino and the boys at EPE, it has been purpose built for PCA Club Racing as a Spec Boxster. It's a very strict class and, compared with some, not a lot of modifications can be done. One of the rules is the car and driver combined, cannot weigh less than 2,650 pounds. Anything more than that should go. The car and I weigh in about 90 pounds more than the minimum. I only mention the combined weight of the car and me out of respect for my father. You don't need to know what the two of them weigh. So this year we're all looking to shed a few pounds. There is no more 'low hanging fruit' to remove. The next few pounds to come off the car are going to be more difficult to get rid of. Because we tow on an open trailer, all of the weather seals and undercoating are still in place. The factory hardtop has been replaced with a fiberglass one and a smaller lightweight battery cuts a few more pounds. It looks like we might have to start pulling apart the wiring harnesses to remove unwanted weight. Remember I said the car and driver were weighed. Let's look at the driver for a minute. Just over two months into a more physical morning routine and it appears there is no 'low hanging fruit' weight to remove from the driver either. But we have the rest of the winter to work it out. In the meantime, there are plenty of activities coming up to get us through the winter while our cars are nestled in bed for a long winter's nap, away from the cold. So check the calendar on our website for what's coming up next.

Enhancing MOTORing SKILLS

Jerry Pellegrino

Last month EPE hosted its most recent PCA Tech Session. While this was a bit of a last minute request, it seemed like an excellent opportunity to address some of the questions that are commonly brought up as the driving season winds down. You see while my staff and I have hosted many of these meetings in the past, most have been held in the spring and are “geared” towards standard maintenance, engine and gearbox repairs, alignment settings, performance upgrades and track driving preparation.

If springtime in New England is the time of the year most Porsche drivers to think about “driving” their cars...it appears autumn in the north east is a time for some Porsche owners to consider “not driving” them. While this might seem odd at first, it should be noted that even with all of the driver aids and technical advancements such as ABS brakes, traction control, PSM, PASM and all wheel drive, I would wager that the majority of all Porsches registered in the region are not driven on a regular basis, if at all, during the winter

When you park your car for an extended period of time there are a few laws of physics that will have some effect on it.

months.

With that in mind, what is the best thing a Porsche “non driver” can do for the long term health and happiness of their car? The honest answer is once you have done any or all of the things on our “winter storage checklist” that can be found on the inside cover of your Nor’Easter....do nothing. Let me repeat that. DO NOTHING. Now many will take that advice on blind faith, and while very flattering, I don’t think that’s a good idea. In fact, I am far more comfortable with my clients, and all Porsche owners knowing as much as possible about their cars on every level. I have always contended that a well educated client is the best client. I view it no differently than a patient asking their doctor any question they can think of and not being satisfied until they are completely comfortable with all of the answers. As a professional Porsche technician and a business owner for over 30 years, I am quite sure this philosophy of educating clients, or would be clients for that matter, has served me and my staff very well.

So the question I will try to answer with this initial article is why “Doing Nothing” is so beneficial for your prized Porsche.

First off, it needs to be understood that every mechanical device is built to operate within a given set of parameters. That includes the engine, gearbox and the myriad of other components that work together in your Porsche. In order for all of these assemblies to work reliably and harmoniously, all of their individual parts are designed and manufactured to within very specific tolerances. Those tolerances will deviate from one part to the next depending on many variables. For example, the crankshaft journals have about two thousandths of an inch clearance to the inside diameter of the connecting rod bearings. To put that in perspective, that is about the thickness of one strand of “blonde” hair (a brunettes’ hair is 50% thicker at around three thousandths of an inch). Now compare that to the gap between the water pump impeller and the housing that it mounts in. That distance would be closer to sixty thousandths of an inch, or thirty times greater than the crankshaft clearance we just referenced.

Now that we understand these various tolerances and how critical it is that they are maintained, perhaps we should consider how they relate to the winter storage of your Porsche. When you park your car for an extended period of time there are a few laws of physics that will have some effect on it. The two we will consider here are temperature and gravity.

Let’s first consider the effects of temperature change on all of those nice, well designed and beautifully machined parts inside of the engineering marvel that is a 911 engine. Well, if we still recall a bit of high school science, then we probably remember that when things get cold, they shrink, and when they get hot, they expand. This is an almost universal truth, with very few exceptions. When Porsche’s engineers design those parts and specify the individual tolerances they need to make certain assumptions. One major assumption that they make is the temperature range at which the engine will need to operate within. While the engine needs to start and run at -10F as well as +120F, it is not expected to “run” at those extremes for any length of time. The cars cooling system is engineered to regulate

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Four Speeds & Drum Brakes

Tom Tate



The holidays are behind us and the cars are all tucked in for the winter season. It should be a terrific spring considering the way that everyone was tucked in this year.

The BMW Club had their Concourse 'hurricaned out' back in August and the rain date was set for the end of October. With nothing going on that Sunday I figured that I would clean up Big Red and take a drive over. I have attended a number of their shows but never parked a car on the grass at one. They don't ever have many six-series cars from the '80s and it didn't take much to clean it up. There were a couple of little things that needed attention anyway, like the drivers door lock tumbler cover. It had popped off a couple of years before and it needed to be replaced. The center console that I had made years ago was loose and needed to be secured, the trunk hadn't been vacuumed out since spring, and it had made a lot of dump runs.

The rules all say that cars should be waxed and cleaned before winter storage but somehow I

Since black is black and the can of paint was already open I figured that I would drop off Blackie when I picked up the coupe.

never seem to get to it. I'm probably not the only one that cleans cars when they come out of the barn, right? Waxing and wheel cleaning only took a few evenings and the dog and I were able to spend some quality time together in the garage. I was all set to make a big splash at the show when they started talking about a snowstorm before Halloween. Sure enough, a surprise storm hit hard that Sunday; their next show will be in 2012. Well, I had a bright red car ready for storage.

The Puddle Jumper ('57 Sunroof Coupe) was repaired in short order after that chance meeting with the back of a Jeep in a parking lot. The damage was almost into five figures but the insurance company had the payment in my hand before the accident report had been mailed into the DMV. Turned out that both insurance companies, Commerce and Hagerty, use the same appraiser and the guy's a car nut who doesn't disagree with himself. The shine off the five coats of hand-rubbed clear coat was so bright I needed sunglasses. Since I needed to go over to pick up the car in Hanson, MA I came up with a great plan.

I'm the guy that says that cars should be driven and that paint is cheap relative to other car expenses but I'd never gotten around to following my own advice. I'd been driving the Speedster every summer since '99 when it was repainted for the PCA Parade, and bugs, sand and road rash had taken their toll on the finish on the front. Black magic marker can only do so much and the hood looked like a teenager with a skin problem. Since black is black and the can of paint was already open I figured that I would drop off Blackie when I picked up the coupe. When finished I would have my two shiny bookends ready for a winter nap together and would only have to roll them out in the spring.

The Puddle Jumper didn't want to start when I arrived, as the battery was flat due what would turn out to be a bad voltage regulator. After a while on the charger it was ready for the one-hour drive home. It was about that time I remembered that the brake lights didn't work. That only meant that I needed to pull out the light switch when it was time to stop. The cars behind would see the lights and not knowing taillights from brake lights, would have fair warning. Worked just fine all the way home. Another evening project to put on the list and besides I hadn't hooked up the horns yet so I would have my head under the dash anyway.

After a few evenings in the garage everything worked as it should. Horns were loud enough to make the dog bark upstairs and the lights were all operative. There was some drama as while installing the horn relay as I somehow disconnected the headlight wire that supplies power to the high-beam foot switch. Remember those? To find the problem I removed the headlight switch on the dash first, since they sometimes fail, but it was fine. Then I pulled up the cocoa mats, the floor mat and the plywood floorboards, after disconnecting the throttle rod from the gas pedal, of course. With everything apart the test light couldn't find any power anywhere. As I traced the wire across the back of the dash (while upside down — I'm getting too old for this) it lead to the harness behind the relays where I could see two wires near each other but not connected. Plugged together the headlights were back in action but I had wires hanging and parts all over the place. It only took an hour to put everything

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Minutes Of The Board

Joyce Brinton—December 7th, 2011 NER Board Meeting



Members present: Amy Ambrose, Joyce Brinton, Fedele Cacia, Stan Corbett, Rosemary Driscoll, Bruce Hauben, Kristin Larson, Chris Mongeon, Adrienne Ross, Steve Ross, Nick Shanny and Virginia Young.

The board met at 6:30 pm on December 7th at Bill Seymour's home in Sherborn. Although Bill Seymour was unable to attend, his wife, Rosemary Driscoll, very kindly prepared a wonderful snacks and a delicious dinner. Everyone had a great time socializing over food and drink before Steve called the meeting to order at around 7:30 pm.

This was the board's annual transition meeting at which those retiring from board positions turned over their responsibilities to the newly elected board members. The following individuals rotated off the board in accordance with the term limits in the club By-Laws, or by deciding not to run for re-election: Amy Ambrose, Joyce Brinton, and Bruce Hauben. They will be replaced by Virginia Young (as VP Membership), Nick Shanny (as Secretary), and Steve Ross will become Immediate Past President. Chris Mongeon will become President; his current role as Treasurer will be filled by Kristin Larson.

Fedele reported on the final event of the year — NER's Annual Dinner held at the Oakley Country Club in Watertown. The event was well attended and the new band enticed a number of couples to the dance floor, some of whom continued to dance after the 'old folks' departed.

Fedele then informed the board that, due to increased demands from his businesses, he felt it necessary to resign from the board and his position as VP Administration. A new VP Administration will be appointed by the President (with approval by the board). Steve indicated he would take responsibility for arranging the monthly meetings in the meantime, until a new VP Administration is on board.

Steve reported on the recent Tech Session at EPE, which had over 75 attendees despite the short notice. There was lively discussion and a lot of very useful information provided by our host Jerry Pellegrino. Steve then reviewed the meetings planned for the next several months — see information elsewhere in this issue of the NOR'EASTER and on the NER website.

Further in the future, Steve noted that NER is hosting the Zone 1 Concours at the Larz Anderson Museum of Transportation on May 19th. He is working on arrangements for a dinner to be held

that evening. Charlie Dow is putting together a gimmick rally to take place on May 20th as part of the Zone 1 event.

Since Bill was unable to attend the meeting, Steve also reported on the club's driving events. He indicated that it is possible that noise limits will be imposed next year on the autocross events. He also reported that all the clubs using Devens for autocross are planning to work out their dates as a group, hopefully avoiding conflicts. Another bit of news about Devens: it's possible that a planned solar energy farm would use part of the area that NER typically uses for autocross.

Regarding the DE program, Steve asked the new Track Chair, Stan Corbett, to report. Next year's DE dates are now final and are being posted on website. The members of the new Track Committee and their contact information are also being updated on the website. Stan and others are working on revising other DE information — both what appears on the website and what will be published in the NOR'EASTER. Stan reported that the Track Committee met on November 5th with both the 2011 and 2012 members attending. The only remaining opening on the 2012 Track Committee is Control Chief, although Stan noted that he has a good-sized group of people experienced in manning Control. Kristin kindly volunteered

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Happy PCA Anniversary

Twenty-Five Years

Henry Faulkner
Jerry Pellegrino
Howard Salwen

Ten Years

Joseph F. Billmaier
Brian Doyle
Bruce L. Lenahan
Christopher B. Lewis
Robert F. Salter
Matt Tibolt

Twenty Years

Dennis C. Liu

Five Years

Stephen Barao
Chris Bejbl
Juan J. Castillo
Bryan A. Costantino
Erik C. Madsen
Anthony G. Porcaro
David J. Quinlan
Sanjay Verma

Under the Radar

Virginia Young



My first official duty as your new membership chair was to come up with a title for this column. That took about 30 seconds, so hopefully the rest of this will go as smoothly. I'll be contributing frequently, hopefully with stories from you, the membership, in addition to my own car experiences. I have always found the other columns enjoyable and informative, so I'll work on carving an interesting niche of my own here. I was planning to continue on from my introductory piece to talk about my first car, but in the interest of timeliness, I want to talk about the Collier Automotive Museum in Florida first.

For any of you who are snowbirds, and happen to be around Naples, Florida during the month of February, there is an annual car show there that shouldn't be missed. It is by far the best one I have ever seen, and I go to a lot of them! I look forward to this event every year, which always occurs on a Saturday on or around the weekend of Valentine's Day. Last year it was Saturday, February 12th. The previous year it was actually

I'll be contributing frequently, hopefully with stories from you, the membership, in addition to my own car experiences.

on Valentine's Day. I remember that because I noticed how many guys were there all day with their friends. But I'm sure they all were smart enough to go home laden with flowers and candy...

Naples has a main drag called Fifth Avenue. It reminds you a bit of Rodeo Drive in Beverly Hills, complete with towering palm trees lining the entire stretch, lots of al fresco dining at the many elegant restaurants, and lots of healthy looking people. So it has a nice feel to it to begin with. I'm a bit prejudiced, since I own a place there, but I think Naples is the most beautiful area in Florida. Fifth Ave. gets closed off to traffic all day for this event from the east entrance all the way to the beach in addition to all side streets jutting off from it. Imagine every available spot filled with incredible cars, including one whole section that the Ferrari Club takes over (it's cool to be down there when the Ferraris all leave at once; the sound is unbelievable). There are live bands for entertainment, and the usual vendors, plus very interesting opportunities for people watching.

As an added bonus, you just might get to visit

the Collier Museum. The Collier is considered one of the best car museums in the country. It boasts the finest array of Porsche racing cars in the United States, about twenty in all. There is a 1970 Porsche Martini 917K. It was brought into the museum from its last race as is — all scuffed and dirty. It looks like it's catching its breath for its next race. The museum also has the first Ferrari imported into the United States, a red 166 from 1947. One of the Collier brothers — the Collier family being the most prominent Florida family for generations now — lost his life in this car while racing at Watkins Glen.

The Collier Museum used to be open to the public, but it became private fifteen years ago. The IRS questioned its non-profit status which resulted in huge tax problems, so the decision was made to keep it open for sponsored corporate parties, private picnics, and enthusiasts' groups, etc., all for a hefty fee. These fees more than cover the museum's expenses for the year. The end-of-year surplus is always used to fund a museum project.

So, in order for you to get in, there has to be an event going on during your time stay and you need some insider information. I know the man, Peter Blackford, who is the business manager, and he is a delight. I have his phone number. So you don't have to go the route I did to acquire

this information, which involved hanging out with the mechanics out in the back until someone volunteered what I needed to know.

Don't let your minds wander on that one; it was pure innocence.

Peter included me in a political event for a candidate for the U.S. Senate, a businessman who dabbled in racecar driving. I had to listen to his speech before I could see the cars. He mixed the usual politics and the condition of the country with racecar stories. He had participated at Le Mans as an owner and driver. As with any talk by a Florida politician to an upscale crowd, there's a bit of political incorrectness that's slightly entertaining to me. So, it was all very tolerable until he started in on what a fabulous president George W. had been. That's when it got painful, but I kept my eye on the prize.

When you walk into the Collier, your eyes go to the display case on the right that has a large and varied collection of hood ornaments. Then you look ahead of you and you're taken by the view.

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The Long and Winding Road

Bill Seymour



Last month I rambled on about my Cayman tire decisions. In the course of that I unearthed some other tire stories that I'll pass on. (If this column seems somewhat hastily put together and disjointed I'll blame the holidays.)

The first practical pneumatic tire was made by John Boyd Dunlop while working as a veterinarian in Belfast in 1887. He did this in an effort to prevent the headaches his son had while riding his bicycle on rough roads. Although Dunlop's patent was later declared invalid because of prior art of fellow Scot Robert William Thomson, Dunlop is credited with "realizing rubber could withstand the wear and tear of being a tire while retaining its resilience." Think what the kid could do on a set of Star Spec Direzza's on his bike!!

Anyone else notice that tires have gotten a lot more expensive lately? Ouch! Someone told me that this was due to the increasing price of oil. But that is only partly correct. Tires are composed of both natural rubber (sung to the tune of "High Hopes" — "Oops, there goes another rubber tree

I happened to notice an old favorite for sale so I just whispered "1961 Ginetta G4" into Santa's ear.

plant," etc.) and synthetic rubber (isoprene). And yes, you need oil to make synthetic rubber but "despite the competition of synthetic compounds, natural rubber continues to hold an important place in tire consumption. In particular, its superior tear strength and excellent resistance to heat makes it better suited for high-performance tires used on racing cars, trucks and buses, and aircraft. In these applications, the potential for switching from natural to synthetic rubber is quite limited, given the clear-cut technological advantages to natural rubber."

Passenger tire	Average weight: New 25 lbs,
Scrap	20 lbs.
Natural rubber	14 %
Synthetic rubber	27%
Carbon black	28%
Steel	14–15%
Fabric, fillers, accelerators, antioxidants, etc.	16–17%

Source: Rubber Manufacturers Association (RMA)

So we are being hit with a double whammy:

while high oil prices drive up the cost of synthetic rubber, we are also experiencing high prices of natural rubber. Heavy demand by tire makers around the globe coupled with a combination of drought and heavy rains in plantation areas have sharply reduced output and inventories of natural rubber. There was a spurt of planting rubber trees a few years ago but they won't start producing rubber until next year. Even with that, it's not clear that the increased supply will lower prices. Analysts expect global demand for cars and tires to grow rapidly, which will keep prices up. While Goodyear and other tire companies are investing in new technologies that could replace natural rubber with synthetic rubber derived from other plants, the technology isn't here yet.

So where does this leave us? Well to save money we could just slow down at DE and make the tires last longer, right? Or we could claim that the kid transferring to UMass saved enough money for lots of tires.

On to the next problem: what to get the Activities VP for Christmas? Well, obviously I have messed up since by the time you read this it will be January — but better late than never I say! Mind you I'm not greedy and I don't expect you to take the approach of... "If you could have any car in the world

what would you like?" Rather I happened to notice an old favorite for sale so I just whispered "1961 Ginetta G4" into Santa's ear. Please note that I picked a red one to be seasonal. Since the cost is very modest I think if all of you just get together and chip in it will work out fine (under \$40 per member!). Give me a day's notice to move the lawn stuff around in the barn and make a space for it, please.

And (even though no one ever sends me any e-mails in response to questions in the column, but I don't stop trying) send me your Christmas request and I'll see if I have any leverage with Santa.



Bill Seymour - Activities@porschenet.com

Around The Cones

Steve Ross



Incredible how fast 2011 has gone by it seems like yesterday that we were planning the driving season for the Region. In fact, that is happening again in early January as the board of directors along with the Activity chairs work out the schedule for the coming year.

Three new board members have started their terms of office and I have become the acting Administrative VP for meetings, as well as serving as Past President/Parliamentarian for the region.

Great time at the Annual Dinner in early December (check an accompanying story and pictures elsewhere in the newsletter) including the silent auction and a generous gift to Angel Flight NE, our region's charity, in the names of Joyce Britton and outgoing track chair Bruce Hauben.

2012 will start with multiple events kicking off with a double header, which will have occurred before you read this column. A night with Denise McCluggage, a trail-breaking woman who raced in the '50s in a number of venues, including F1, will be most informative and entertaining.

I have become the acting Administrative VP for meetings, as well as serving as Past President/Parliamentarian for the region.

The next day 100 members and guests will be treated to our biannual tour of the Paul Russell Restoration in Essex. This year the event sold out in a little over a week. Following the tour many participants travel down the street to the famous Woodman's seafood restaurant to indulge in a fried seafood delight.

Later in January, on the 22nd (remember it's winter and you can't do much outside so another indoor event is good news too), Ira Porsche will hold a showing of the new 911 (internal designation 991) at their showroom; check the website for further details. Tentatively planned for February, Porsche of Norwell will also hold a showing at a site to be determined on the south shore for our members in that area.

Our largest event of the year, the annual Ramble (this year starting and finishing in Stowe VT) opens for registration in this issue of the NOR'EASTER, so if you want to participate make sure to enter ASAP (last year we had a record

142 entrants and it sold out in less than a month).

Finally for January, we are planning a non-spontaneous dinner on the Cape in Harwichport; see information in this issue and on the NER website for exact details and sign up.

February 18th will see Porsche guru Prescott Kelly from the Connecticut Valley Region of PCA give a talk on the history of Porsche automobiles, 1900 to 1947, at the Larz Anderson Museum of Transportation in Brookline. Again, further information can be found elsewhere in this issue of the NOR'EASTER as well as our web page.

April 15th will be our annual newcomers day for those members who have joined our club in the last year or so, and of course anyone else is welcome too. As in past years it will be held at Ira Porsche in Danvers and will include talks and information on the activities the club offers, including Driver Education, Autocrossing, Concours, Tours and the Ramble, plus door prizes courtesy of Ira and our Goodie Store.

May will be our biannual visit to the Collings Museum with their fascinating display of airplanes from the start of aviation to jet aircraft, plus displays of Midget racers from the '30s, a collection of various race cars including the Porsche Indy Car that never ran in competition, and Bob Collings personal collection of antique cars from the early 1900s to 1930. Information on this event will be published in next month's issue.

Finally a tease for the end of the year, our hard-working banquet chair, Karen Cohen, has secured the newly renovated Wellesley Country Club for our annual dinner; save the date — December 1st.

Should any of you members have an idea for a monthly meeting please feel free to contact me with it via e-mail at slr944@aol.com

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Don't Lift

Stan Corbett

How did I get in this predicament? It all started in 2007 when Joe Billmaier talked me into attending a DE event at NHIS. While there I volunteered to flag, worked Turn 11 and the Tree House, and had a ball! Then I rode up to Mosport (this was the last time NER ran a DE event there) with Joe. At Mosport I spent many hours in Control where Joyce Brinton introduced me to what goes on behind the scenes at an NER DE event and gave me very good training in how to work Control. I also rode Taste of the Track with Susana Weber in her Cup car, and with Laurie Jitts who taught me that what you think you're doing at a particular point on the track isn't always so... case in point, where do you hit the brakes coming off the back straight? I drove Joe's Boxster for Parade Laps the first day with Laurie driving the pace car. I suspect we were going a little fast because Laurie's comment after we came in was "... and when I looked to see how far back he was, Stan was right behind me at the end of the back straight." The second day Ray Bahr insisted I take

"How did I get in this predicament?" is simple; I volunteered. I think NER has one of the best DE programs going and I want to be part of that.

out his Subaru and, since I was the only Parade Lap driver again, Laurie declared a 'virtual' pace car and, with an admonition not to embarrass him, sent me off for several laps. All this was way too much fun not to be involved. A week after returning home I became the proud owner of the Cobalt Blue 2006 Cayman S that I currently drive. So — don't lift!

I'm pretty sure I drove the Cayman constantly the next few weeks, putting enough miles on it so I could drive it on track before the end of the year. I attended NER's last DE event for 2007 on September 6th at NHMS with Dennis Cataldo as instructor, the first of many excellent instructors I've had over the years. Laurie was my instructor for NCR's 2-day "Spring is a Long Time Coming" DE event, and I got promoted to Yellow on the second day (getting promoted at the end of the season will become a theme). So — don't lift!

The 2008 DE season started on a high note, attended the spring NCR event at NHMS and was promoted to Blue, but only for NCR, the second day. I'm really feeling good at this point, five track

days and I'm in Blue! Reality returned at the NER DE event at NHMS on May 21st. Ran in Blue based on the earlier results but agreed with Peter Tracy that I should wait until Mont-Tremblant to take the official NER check-rides to Blue. Good idea. Drove in Yellow at the next few events; two days at The Glen with Zone 1, three days at Mont-Tremblant with Peter Tracy as instructor, and a Win Perry check-ride that officially moved me to Blue, and three days at Calabogie with UCR. Drove in Blue three days at New Jersey Motorsport Park where I had my first off-track excursion (under the bridge into the left-hander at turn 6, ran out of track on the exit and bent the two right-hand rims). Totally my fault as I turned in too early. In spite of that I was grinning all the way home, partly from a couple comments, "You're getting harder to catch" (thanks, Fedele!) being a memorable one. Also drove in Blue two more days at NHMS with NCR and two days at our WGI event where Tom Buckingham gave me my first check-ride to White. Finished the 2008 season with NCR's two-day "Spring is a Long Time Coming" DE event and passed my second check-ride to White with Steve Artick on the first day. The NCR folks made my season when they gave me a white wristband the morning of the second day and I got to officially run in White at the end of the season (note the theme?). So — don't lift!

The 2009 DE season was one for maturing as a driver and making some modifications to the car. I had switched to Hoosier R6s in July of 2008 and in 2009 added GT3 front control arms and sway bar before the first event. High- and low-lights of the season included driving The Glen Zone 1 event in the rain (there's a theme I could do without), being asked and agreeing to join the Track Committee in the Track Operations position (that would be a highlight) and adding a new track, Lime Rock Park. Ended my DE season there with 18 track days. Would have made 20 like 2008 but I ran out of tires and had to skip NCR's two-day "Spring is a Long Time Coming" DE event that year. Missed my theme, but I'm on the Track Committee! So — don't lift!

The 2010 DE season was one of ups and downs. Ups included adding another track as Joe and I made a trip in June to Mosport for a UCR DE event. After my introduction to DE at Mosport in 2007, finally getting to drive the track at speed was fantastic! More modifications were in order

continued on page 34

Improving and Maintaining Excellence



Kenny Conway

For my first post in the Nor Easter' I'll start off by giving everyone a brief history of how I arrived where I am now, and what's going on at my shop this winter.

I never planned on owning my own shop, nor running my own business, but...after High School I moved out to Pittsburgh where I earned my bachelors degree in Industrial Design at Carnegie Mellon University in 1996. From there, I packed up my Jeep and headed out to San Francisco. I was out there for almost two years. I started out as a "bike messenger", probably one of the coolest if not craziest jobs I've ever done. After a handful of freelance jobs, building/selling and racing mountain bikes and demo-ing skis, I decided I better head home to get serious. A month after I returned home, I landed a job with New Balance designing sneakers.

The following October my father asked if I wanted to go up to NHIS for a "DE"....Say What? This is the same person who tried to give me lessons driving stick in his brand new Carrera

home, cut out my old roll bar and fabbed a new one.

During my last summer with Bill, I was talking to friends and family about going on my own. A 1500 square foot spot opened up and over the Labor day weekend I went to check it out. I thought about it over the weekend and decided if I don't try it out now, then I'll never do it. Conway



First Shop.

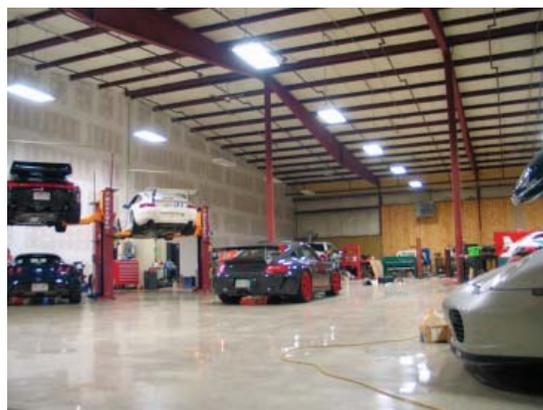
(A)fter High School I moved out to Pittsburgh (to) earn my bachelors degree in Industrial Design at Carnegie Mellon University...

which lasted 10 feet....I wanted nothing to do with it. After several "talks" with my father "don't worry if something happens to the car..."I decided to go. Wow....There was a lot to take in. From there I wanted to learn more. I called a few shops asking if they were looking for help. Rick Hetherington at Autobahn Performance gave me a "2 week tryout". I ended up working for Rick for over two years, until I finally couldn't stand the 2 hour commute. From there I worked for a chassis shop where I saw and learned the art of welding/metal craft. Drag cars were not really a "passion" I wanted to pursue, so after six months of cutting/grinding metal I moved on.

My next experience was with a small visualization company in Cambridge building computer models for Architectural firms. The entire time I was trying to "figure it all out", I was auto-xing and DE-ing a BMW E30. I later upgraded into a 911SC(which I still have). A good friend of mine introduced me to Bill Pfister at Eurotech. I worked for Bill for over three years, and again I learned a ton. I bought my own TIG welder and practiced at



Second Shop.



The shop today.
continued on page 34

2012 Calendar At-A-Glance

January

6 Denise McCluggage
7 Paul Russell Tour
8 Board Meeting
22 991 Introduction (Ira)

February

8 Board Meeting
18 Prescott Kelly
26 Ground School

March

14 Board Meeting

April

11 Board Meeting
15 Newcomers Meeting
27-29 Ramble
24-25 NHMS, NER

May

9 Board Meeting
12 Car Control Clinic NCR
19-20 Zone 1 Concours

June

13 Board Meeting
9-10 NHMS, NCR

July

16 Board Meeting
6-8 Calabogie, NER
10-12 Mt Tremblant, NER

August

6-7 NHMS, NCR
8 Board Meeting
24-26 Watkins Glen, NER

September

8 Porschefest
11-12 NHMS, NER
12 Board Meeting

October

10 Board Meeting
15-16 NHMS, NCR

November

14 Board Meeting

December

12 Board Meeting

Denise McCluggage Speaks 1/6/12 6:30 PM, Larz Anderson MOT

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

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

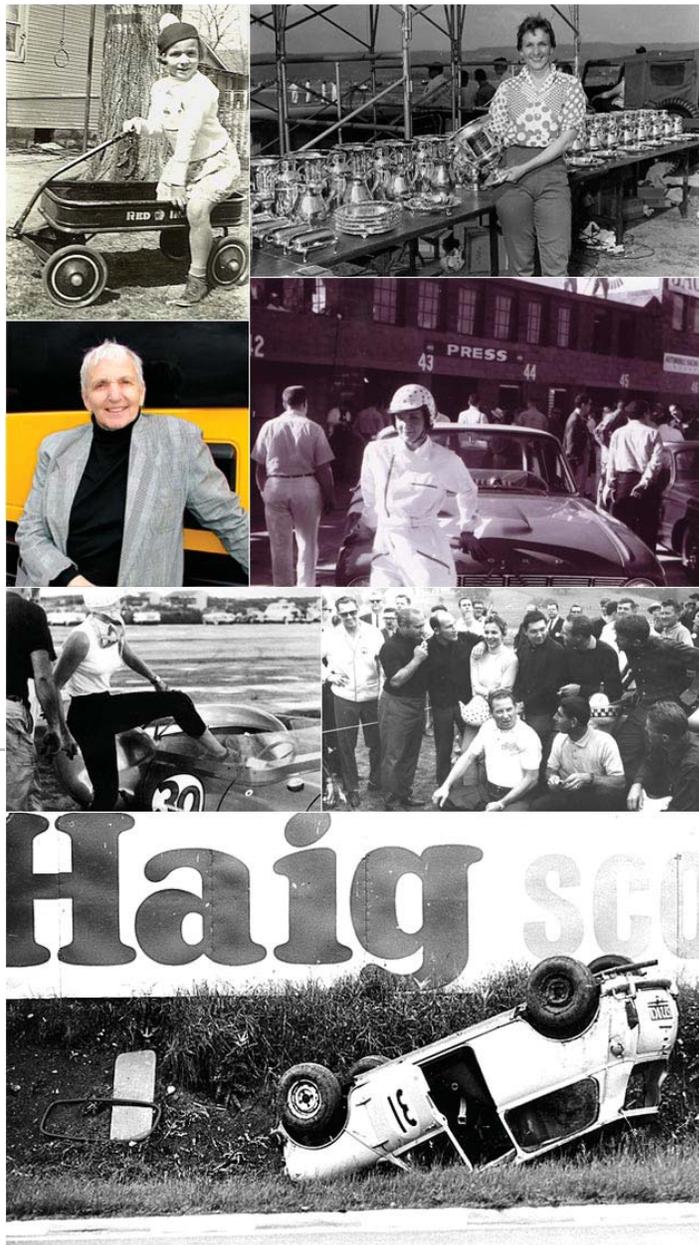
As a driver she started racing while motorsports editor of the New York Herald Tribune. From Jaguar to Porsche, Lotus, Maserati, Cooper, OSCA etc. In 1961 she was first in GT at Sebring in a Ferrari 250 GT SWB (S/N 1931.) In 1967 at Sebring the NART Spyder (S/N 9437) she was driving was the only one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

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

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

A BBQ Buffet Dinner will also be served, (\$25.00) so come HUNGRY!!

Sign up for the event at www.clubregistration.com



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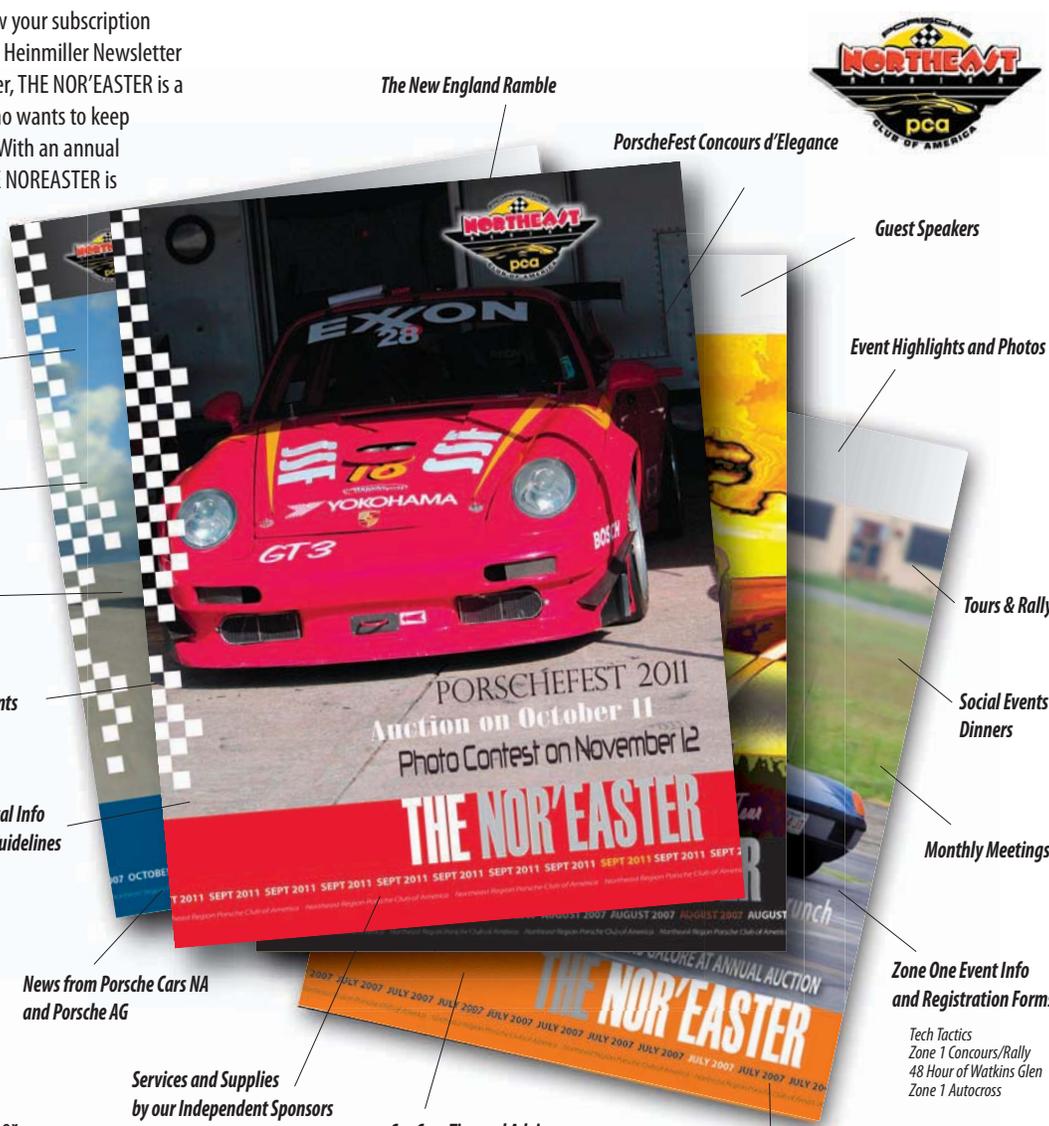
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The New England Ramble

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Guest Speakers

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Monthly Meetings

Contact Adrienne Ross, Editor with any questions you have about the content of THE NOR'EASTER. 781-249-5091 evenings before 9:00 - aross@porschenet.com
For information on mailing issues, including change of address, contact Virginia Young 508-823-7614 evenings before 9:00 - vhy4167@hotmail.com

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Mail to: Virginia Young, 1092 Norton Ave., Taunton, MA 02780 - Enclose a check for \$15 payable to NER/PCA.
Note: All subscriptions for current subscribers must be received by February 15, 2012 to insure continued receipt of THE NOR'EASTER.

Exclusive PCA only Porsche 991 Introduction Jan. 22 (Time TBD) Check Website for Details. www.PorscheNet.com

Two local Porsche dealers will be holding introductions of the new 911 (internal designation 991).

Tira Porsche in Danvers will hold theirs at their Porsche showroom, on January, 22nd. The time hadn't been determined at press time, and will be made known to the membership via posting on the website and an eblast.

Porsche of Norwell will be holding their introduction at F1 Boston in Braintree for our south shore and RI members' convenience. As with the other preview exact date will be available on the webpage and via eblast when it is known.

Please note there will be NO opportunity for attendees to rent go-karts at the event in Braintree.

As is typical of New England weather, a snow storm could affect these events, so please check the NER website or email steve ross at slr944@aol.com should a major storm be predicted.



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Non-Spontaneous Dinner Jan. 27th 7PM @ Ember in Harwichport, MA

Join your fellow PCAers for a winter get together at a cozy place on the cape for good company and conversations. We will be ordering off the menu but be able to sit together. Although this event is on the Cape it is not limited to Cape residents, so if you wish to attend you are welcome.

There is no entry fee, however space is limited, so please let Steve Ross (SLR944@AOL.COM) know via email if you and a guest are attending or if you have questions. Note; At the time of this promotion their website was not working, it should be up in a few days. Emberpizza.com, 600 Mass. Ave. (which is RTE 28) Harwichport, MA.

PCA Corral at Daytona – Rolex 24 January 27-29, 2012

The Rolex 24 at Daytona will be celebrating its 50th anniversary in 2012 and the PCA Corral will join in the celebration with enhancements for the memorable race weekend.

New features for the PCA Corral:

- Enhanced hospitality tent and amenities
- A presentation by former winners of the race: Tony Martin and Graham Duxbury. The drivers will visit the PCA Corral on Saturday, January 28th — look for the time on a future update. Tony and Graham were teammates on the winning team in 1984, driving the March-Porsche 83G. This car is also confirmed to be part of the 50 Years of Champions display.
- A raffle for two hot pit tours during the race — must be present to win
- A raffle for two hot lap opportunities prior to the race — must be present to win

The Corral will open on Friday, January 27, in the afternoon and will remain open on Saturday and Sunday, January 28 and 29. The hospitality tent will be open on Friday afternoon and during the day on Saturday and Sunday.

Admission to the PCA Corral is free and open to PCA members, and Porsche owners driving a Porsche, on a first come, first served basis. Members and owners are welcome to walk in if not driving a Porsche.

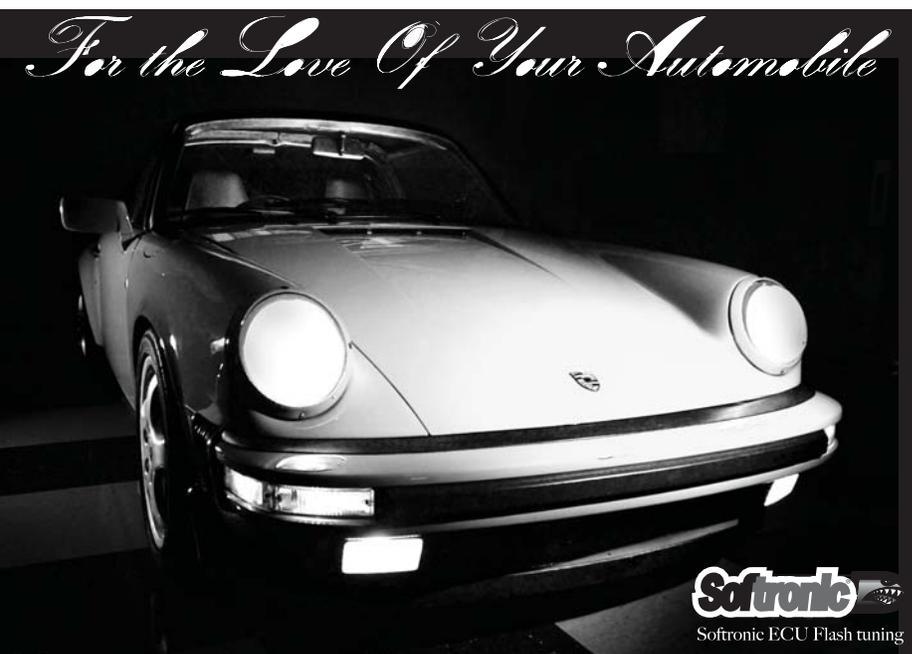
The Daytona Speedway has a special Rolex 24 weekend ticket offer that can be purchased on-line at daytonainternationalspeedway.com/speedinsider or call 1-800-PITSHOP.

Neither camping nor "For Sale" signs are allowed in the Corral. The Corral will have around-the-clock security.

The PCA Corral at Daytona is hosted by seven PCA regions from Zone 12 and one from Zone 3.

We look forward to seeing you at Daytona!

The PCA Corral Team



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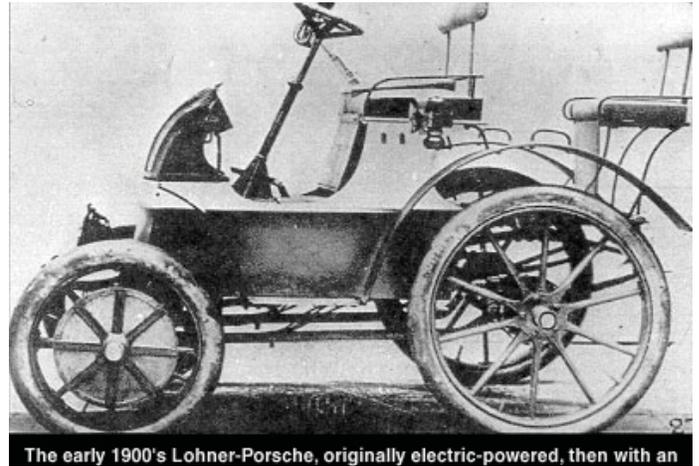
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Prescott Kelly: The History of Porsche Automobiles

Sat. February 18, 2012 6:00pm - 10:00pm Lars Anderson Museum

Prescott Kelly is an active Porsche collector, author, speaker, and historian. From the late 1960s well into the 1990s he actively restored and showed Porsches. He started racing in 1987, first in a 911R, then a two-liter Trans-Am 911, and since 1992 in a 1972 911ST – in SCCA, Vintage, and Porsche Club Racing. Prescott has been a Regional and National Officer of the Porsche Club of America since 1984, including terms as National Executive Vice President, National President, and naturally Past President.

As an author, Prescott has over 100 magazine articles to his credit along with a chapter in a Dennis Adler's book, Porsche, published by Random House in 2003. He is Contributing Editor for Porsche Panorama where he specializes in analytical histories of specific Porsche epochs and models. He is the regular columnist for the 356 Registry Magazine with "356 Collectibles" (on Porsche literature and memorabilia) and "MarketWatch" (Porsche automobile sales reports and analyses). Prescott is also a contributor to the Journal of Automotive Historians, Sport Car Market, Excellence, European Car, and the Program of the Pebble Beach Concours d'Elegance. He regularly gives talks on Porsches, has narrated filmed histories of Porsche, and appeared on American and European television to comment on the marque. He is a member of the Society of Automotives Historians and many Porsche and general car clubs, including the Sports Car Club of America and the Antique Automobile Club of America.



The early 1900's Lohner-Porsche, originally electric-powered, then with an



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"A great seminar! I hit the ground running."
--Moe Auger
2003 Attendee
(now a NER DE instructor)



"The ground school was a great introduction to understanding the dynamics of the car and a superb lead-in into the DE events that followed."
--Mark Abbott
2008 Attendee



"For me the Ground School took a lot of the anxiety out of my first DE. Thanks to the Ground School I knew what to expect, and had a great, safe day."
--Geoff Kronik
2008 Attendee



"Prior to attending the ground school, I didn't know what to expect at the track. Now after driving in 8 DE events I can hardly wait until next season!"
--Sarah Anderson
2006 Attendee

Ladies, gentlemen and younger drivers....if you've ever dreamed of driving your Porsche at speed, feeling exhilarated by its performance and testing your mettle, we invite you to get a leap on our upcoming track season by attending Thrill Rides 2012 on Sunday, February 26th. This is NER's annual classroom-based introduction to our Driver Education program graciously hosted by Joe Marko of HMS Motorsport at HMS's great facility in Danvers MA. Directions can be found at www.hmsmotorsport.com.

PCA's Driver Education program is the most popular activity offered by PCA and NER's events are especially well-known to be among the best organized, safest and the most enjoyable and rewarding DE events in this part of the country.

The Ground School will give you a great overview of NER's on-track driving program. While not geared to grooming you to become the next Formula 1 champion, we will discuss the fundamentals of high performance track driving and how many of these techniques can be applied to improve your everyday, on-street driving. You'll hear how to prepare for an event, how and where our events are held and, most of all, you'll learn how much fun it all is. You'll also get an informative handout to jog your memory when all else fails.

Driver Education events are for everyone. Each year, a growing number of female and younger drivers attend these events, so come one come all, and see what's so great about driving on a track. This is your special invitation to join us at the Ground School. In addition to presenting general information on our Driver Education program, we'll have special sections in the presentation that are specifically aimed at you!

Advanced registration for this highly-popular event is strongly suggested. Check-in and a continental breakfast will begin at 9:30am followed by our presentation from 10am - 12noon.

At the end of the program, HMS will host a pizza lunch. You'll also have ample time to see the practical and fun stuff that HMS has to offer, including helmets, gloves, harnesses and other safety equipment.

Sure, February 26th is a Sunday in the deep mid-winter, but before you know it your fellow Porschephiles will be completing laps on world-class tracks next spring while you're fertilizing the lawn wishing you'd taken us up on this offer. And remember, attending this "Ground School" in no way obligates you to sign up for a DE event.

However, we hope you agree that the only way to truly experience and appreciate what you and your Porsche are capable of doing is to drive it on a road track. Questions? - email sartick@gmail.com.

Participants in Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's Driver Education Ground School **Sunday, February 26 @ 10:00am** **Hosted by HMS Motorsport**



Who should attend?

Anyone interested in learning about our 2012 Driver Education program and improving their driving.

While everyone is welcomed to register for Thrill Rides 2012, drivers participating in NER's Driver Education events must be current PCA members, have a valid driver's license and be 18 years or older.

NER's 2012 Driver Education Ground School at HMS Motorsport Sunday, Feb 26th @ 10am

Name(s): _____

Address: _____ City _____ /State _____ /Zip: _____

Phone: _____ Email: _____

Cost: Early registration (must be postmarked by January 31st) - \$10 Late/Onsite registration - \$20
Send check payable to NER/PCA to Steve Artick, 17 Colburn Street, Burlington MA 01803

NER's Annual Newcomers Meeting April 15th @ 12:00 PM Hosted by Ira Porsche in Danvers

While the main focus of this event is to acquaint new members to the club, established members are also welcome to check into some of the things they haven't tried yet, or just to chat with newcomers to help them feel at home. There is always something new to do or learn in the Northeast Region Porsche Club of America.

The Newcomers Meeting will be held on Saturday, April 15th starting with a light lunch at 12:00 pm, followed by presentations starting at 1:00 pm in Ira Porsche's beautiful showroom and shop. There will be plenty to see and learn, and refreshments will be provided by our hosts at Ira Porsche.

Registration is not required, but we would like to get a head count of attendees prior to this event for planning purposes. Please register by e-mail with Steve Ross at slr@aol.com or mail in the registration form to Steve Ross, 49 Village Brook Lane, Natick, MA 01760 with the following information:

Name(s) _____ No. of Participants _____

Address _____ Email _____

City/State/Zip _____ Phone _____

Directions: Ira Motor Group is located on Route 114 in Danvers. From Route 128, take exit 25 to Route 114 West. Ira will be 1.7 miles on your right. From I-95, take exit 47 to Route 114 East. Ira will be 0.6 miles on your left. From Route 1, take Route 114 East. Ira will be 0.6 miles on your left. See you there!



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The 2012 New England Ramble

April 27-29, 2012 · The Stowe Mountain Resort · Stowe, VT

What is NER's Annual Spring Ramble, aside from the obvious; 120+ Porsches (Rambler's drive many vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel?

You'll arrive Thursday or Friday on your own, meet up with other early arrivers if you're one, and begin your social and partying activities. Then we'll all convene at 7:30 AM on Saturday in the Tamarack Ballroom for registration, a Continental Breakfast, and drivers' meeting and be on the road by 9:00 AM heading to our lunch stop via scenic back roads in VT. Following that respite we'll follow an equally fun, back roads return to the Stowe Mountain Lodge, or if you prefer to get back sooner to begin your partying, massage, hike or whatever simply take the direct route that we'll supply.

For you first timers – a hearty welcome; you've been 15-20% of the group every year. Your registration packet will include a detailed route to and from our lunch stop that Joyce and I have travelled many times revising and correcting. Unlike most other group tours, we drive on our own (not in lock-step with a leader) though usually in pods. Stop at an antique shop or photo op when you want and pick up the next pod coming down the road. Don't like the pod you're in, pull off and join the next pod.

At 6:00 PM we'll meet for cocktails and hors d'ouvres followed by a plated dinner and more socializing on your own after dinner. Sunday morning is a full, hot, buffet breakfast after which you're on your own again to head home or stay longer and enjoy the resort.

We're again sponsored by the good guys at **European Performance Engineering in Natick, MA – 508.277.3819**; give them a call for anything from an oil change to a full street to track conversion.

Even if you're an experienced Rambler and have done this many times there are always new wrinkles; please read everything carefully.

Unless you're a masochist and enjoy queues, get your registration check and form to me early, we're capped at 140 rooms this year.

The Stowe Mountain Lodge is a relatively new facility, but was ranked Ninth in Conde Nast Traveler's, readers' choice "Top 150 Mainland Hotels and Resorts". Check them out at <http://www.stowemountainlodge.com/>. Do some mining at <http://www.gostowe.com/home> if you plan on some extra time in the area.

Our Saturday night Stowe Mountain Lodge rate includes your room, hors d'oeuvres during our cocktail hour (cash bar after you've consumed your two freebies per person), Saturday night dinner (jackets for men) and Sunday morning full breakfast buffet, resort charges and is inclusive of all service charges, gratuities and taxes. The Friday night rate is your room only, inclusive of all taxes and gratuities, and is also applicable for three nights before Friday and three nights following Saturday. The daily resort fee

and WiFi charges have been waived; I've negotiated a 30% discount on spa massages, facials and body treatments; if you chose to valet park that fee has been reduced to \$10/night. Free parking is available directly adjacent to the rear entrance to the lodge.

Stowe Mtn. Lodge	Single	Double
Friday	\$152.90	\$152.90
Saturday	\$267.00	\$387.00

Various sized suites are available, inquire when you call for your reservation.

Finally the details:

A) Send in the registration fee (which includes continental breakfast at The Stowe Mountain Lodge and lunch on Saturday plus incidentals– THIS REGISTRATION FEE IS THE SAME AS LAST FOUR YEARS) of **\$55 per person (\$75 per person after March 1) with your completed entry form below. PLEASE PRINT LEGIBLY; IF I CAN NOT READ YOUR EMAIL ADDRESS...YOU GET THE PICTURE! Please differentiate between "1" and "I", "8" and "B", "0" and "O", etc. Use an email address that you check frequently.**

B) Registration fees are fully refundable through March 1, and 50% refundable thereafter through March 31; less a \$25.00 fee in both cases. The Stowe Mtn. Lodge reservations are cancelable by calling them through April 13, 2012 with no penalty.

C) Shortly after your entry form and check are received you'll get an email from me with **FURTHER DETAILS including** The Stowe Mtn. Lodge phone number and our room block code to be used in making your reservation. **DO NOT CALL THE STOWE MOUNTAIN LODGE AND ATTEMPT TO MAKE A RESERVATION BEFORE YOUR ACKNOWLEDGMENT EMAIL – IT WILL NOT WORK - & WILL GUM UP THE PROCESS.**

D) If you do not get my acknowledgement within two weeks of mailing your registration – CONTACT ME as something has gone astray. **I'm away the latter half of Jan. so factor that into the equation.**

E) **Please make your reservations with Stowe Mtn. Lodge promptly!!**

Questions to Bruce Hauben at 978.952.8517 before 8:00 PM or bmh993@Porschenet.com

2012 New England Ramble Registration Form - \$55/person until March 1st - \$75/person thereafter

*Entrant/Co-Entrant Names: _____

Address: _____

City/State/Zip: _____

Phone (day - optional): _____ *Phone (eve): _____

*Email: _____

Porsche: Year/Model/Color: _____ License Plate #: _____

NY Strip w/ Cippolini Mushrooms # _____ Chicken w/ Lemon Thyme Glace # _____

Grilled Salmon w/ Cranberry Ginger Beurre Blanc # _____ Ricotta Gnocchi w/ Mushrooms # _____

Lunch is hot salmon & chicken. Let me know here if you require a vegetarian lunch # _____

If you were on the '11 Ramble and your personal data was correct, it is necessary to fill in only these items (*).

Mail to: Bruce Hauben, 5 Apple Ridge Ln, Littleton, MA 01460

Checks Payable To: NER/PCA

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- '89 The Black Point Inn
- '90 The Chatham Bars Inn
- '91 The Wolfeboro Inn
- '92 The Old Tavern At Grafton
- '93 The Eagle Mountain Inn
- '94 Cranwell
- '95 The Woodstock Inn
- '96 The Equinox
- '97 The Black Point Inn
- '98 The Sagamore Inn
- '99 The Wequasset Inn
- '00 Cranwell
- '01 TopNotch
- '02 Mt Washington
- '03 The Woodstock Inn
- '04 The Samoset Resort
- '05 The Sagamore Inn
- '06 Stoweflake Resort
- '07 The Equinox
- '08 The Balsams
- '09 Otesaga
- '10 The Mountain View Grand Hotel
- '11 The Equinox

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NER raises \$6,760 for Angel Flight at the 2012 Gala

Copy by Joyce Brinton, Photos by Adrienne Ross

Once again, NER held a Silent Auction at the Annual Dinner to benefit NER's charity, Angel Flight NE. This year, the auction raised \$6,760, which is around \$1,000 more than last year.

For those who might not know, Angel Flight NE is an organization of private pilots that flies patients and their families to medical facilities throughout the Northeast United States, and does so at no cost to the passengers. The pilots themselves pay for fuel, landing fees, insurance, etc., and other volunteers provide transportation to and from the airports and hospitals.

Thanks to all those who bid on the auction items, and congratulations to the lucky high bidders. Thanks also to those who worked to get people to donate items for the auction: Amy Ambrose, Karen and Robert Cohen, Bruce Hauben, Adrienne Ross, Steve Ross, Michelle Wang, Susana Weber, Virginia Young.

Special thanks go to those individuals and organizations who donated items to the auction:

- Amy Ambrose
- America's Test Kitchen
- Angel Flight NE
- Auto Engineering of Lexington
- Autobahn Performance, Inc.
- Eugene Berardi
- Robert and Karen Cohen
- The Common Man Inn & Spa
- Michael Conway
- Morgan Duffy
- European Performance Engineering
- Eurotech Advanced Automotive
- Hasbro
- Bruce Hauben
- Jean Khanbegian
- Kaizen Tuning, LLC
- Larz Anderson Museum of Transportation
- Lois Lowry
- Gregory Maguire
- Andy Newman
- Mike Noonan
- The Omni Mount Washington Resort
- Steve Ross
- Reed & Barton Silversmiths
- Garth Stein
- Dave and Susana Weber
- Virginia Young
- Zone 1, PCA



Bruce and Joyce share the Seymour Lisker Award.



The table settings for the evening.

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The 2011 NER Gala: A Pictorial Report

Photos by Adrienne Ross



Adrienne presents Mike Kerouac with the NOR'EASTER contributor of the year award.



Dr. Gardner, Bill Seymour, and Rosemary Driscoll.



NER's Bruce and Joyce present a contribution to Larry Camerlin of Angel Flight NE.



the 2012 Board of Trustees.



Amy Ambrose and Tim Rosner.



Virginia Young and Wayne Mackie



Steve passes the torch to Chris Mongeon, our new President.

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by Sam Curley

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EPE Hosts Novemeber Tech Session

Copy by and photos by Adrienne Ross

On Nov. 12th Jerry Pellegrino graciously opened EPE to us, with very short notice, for a tech session. We arrived about 10AM, to coffee and pastries, fellowship and fun. We talked and hung out for a while, and then Jerry opened the session.

He had solicited questions from members to get the ball rolling. "How do you go faster for less money?" was the first question asked.

In Jerry's typical style, he answered with a quip, that was nonetheless true. "Brake less." and the crowd laughed. Jerry continued. "Seriously, brakes are one of the most expensive consumables; they also waste gas, and rubber."

So it continued, people asked about storing their car, battery maintenance and storage techniques.

We took a little break, as people moved from the showroom, into the shop. We checked out some cool customer cars, including a 2010 Porsche Cup car.

Jerry continued a Q&A session, answering things with his unique aplomb.

Afterwards we enjoyed a nice lunch together, and some more one on on conversation with members.

NER would like to extend a warm and heartfelt thanks to Jerry, and the staff at EPE. They came though for us once again, and it was deeply appreciated.



A congenial crowd mingles.



2012 Porsche Cup car. What a beauty!



The crowd regathers as Jerry continues.

A Sit-Down with Spencer Pumpelly

Copy by and photos by Adrienne Ross

You may not know Spencer Pumpelly by name, but he's one of the best drivers in America. Spencer drives for The Racers Group (TRG) an outfit that runs cars in both Grand-Am and NASCAR. But in the 2011 driving season, Spencer ran in Grand-Am, LeMans, and ALMS (it was a busy year!).

I got a chance to talk to Spencer in September, and grill him about his career. He's a very calm presence; I imagine he is in the car as well. Some of our members have hired Spencer to coach them in their driving careers, or show them what their cars are really capable of. So he's pretty familiar with our club.

Spencer started racing because his dad was a driver. He had spent so much time exposed to racing that he thought that's what you did when you grew up. That it was a career choice like any other. Spencer explains that he didn't get here because he really wanted to race, but that it was what he was meant to do – drive.

We see kids in karting as young as 5, maybe earlier, but Spencer didn't start out in carts. He started in the paddock. When he was 19, he went to his first Skip Barber lesson. He was 20 before he raced for the first time. "It seems old now, but back then it was normal."

Like other professional drivers, the air also holds a certain appeal. Spencer also has his helicopter license. When I asked if he would learn to fly planes, he laughed "No, I don't need any other licenses. I live close to the airport."

I asked Spencer to talk a little about the differences between LeMans and Daytona as endurance races. "It's different from Daytona." He replied. "The car is different. I drive an RSR in France. LeMans is huge, there's a parade, and entire city comes out, it's full of tradition and ceremony. It's an event there." He thought for a minutes, and continued. "LeMans is a much longer lap, and it not quite as competitive."

Many drivers have routines before they get into the car, almost to the point of ceremony. I asked Spencer, with all of his experience, does he have anything like that, for luck, or concentration or anything? What does he do to gear up? "I try to be healthy all the time. I time workouts to taper off as event comes. Driving all weekend can be really exhausting, so I find balance in personal workouts vs. the grind of an endurance race."

And those personal rituals? "Not really, no," He paused, and I could hear him smile. "I'm point where I've given up on all that. I just hop in the car and go."

"The most important thing is planning preparation and knowledge. Most important is experience, seat time, knowing your car, and guys on your team. I'm constantly in shape, constantly healthy. I'm always prepping a couple races ahead. But the best thing to do is just go out and drive."

As an aspiring licensee I seized the opportunity to get some advice from one of my favorite drivers. "What should I look for? Do?"



The winning car in the paddock.

"Find out what works for you. Studying track maps may work for you, but that never worked for me. I could study a track map for hours, but it didn't help. I had to just go drive it, feel it. That's not to say that maps don't work for everyone, just not for me. If you don't learn as quickly, prep and study works. For some it's being in the car, for others it's a track walk. We took golf carts at Baltimore for track tour But at speed it got a LOT narrower." In one lap in he figured it out. "So studying wouldn't have really helped."

At the Baltimore race, Black Swan driver Jeroen Bleekemolen lost a tire into the safety barriers during qualifying, drove through them, and got out of the car to recover the tire. He threw it into the car, drove to the pits on the brake caliper, got it fixed, and he still managed to secure the pole position! It was one of the most memorable moments I've ever seen in a race. We talked about that incident for a few minutes, then I asked Spencer to tell me his most memorable moment.

"I was in the Continental race in 2004 with a new team... I was on my out lap at Daytona and the throttle stopped responding. So now I'm idling around the track. When I pulled offline I could see wires sticking out of under the dash. I reached down, loosened my belts and put my hand on the wire, essentially making the connection. I got enough throttle around 3.5 miles around the track, but I could barely see over the dash! I'm using my right hand to keep the wires together and cant see in mirrors, I blew straight through the chicane, but I got it in, to fix the wires."

I was a little surprised to learn that Spencer has a degree in economics. I wasn't surprised that he had a degree of course, but the subject. Was he particularly good at economics? Was that the back up plan? "Well, I didn't have major, even by the first semester 4th year. So I went to my advisor, and asked what will get me out of here in 4 years? 'Nothing.' His advisor replied. "What will get me out of here in 5?"

It turned out it was an econ degree, "I really enjoyed it, but there are degrees more appropriate for racing." He laughed.

You have got to ask every driver - what would you be doing if you weren't racing? "Well," Spencer mused, "at some point I won't be." He paused again, "But I think I'll be in the paddock for a long time. I may want to open a really healthy restaurant with Lindsey." Lindsey, Spencer's wife is in fashion. "Maybe I'll start my own line."

He likes out of the main stream movies, adding he's really not into box office smashes. "I enjoy documentaries with sub titles and little red balloons floating down the street." He grins.

"And Senna?" I asked. "I've seen Senna twice. The way they did Senna was great. They did a really good job telling the story." The Atlanta racing industry went, plus a whole bunch of unexpected people. Even those not really into the racing industry loved the film.

Do you have driving heroes? "Not really, I see them more as



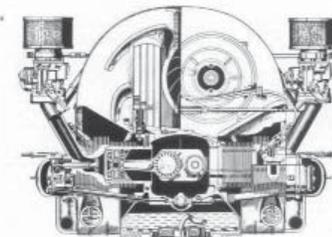
Andy Lally crosses the finish line first in the #67 car.

competition. But coming up through, there wasn't the same kind of information super highway. I couldn't watch you tube, or Google a driver, and read his bio. Andy (Lally) has taught me more then anyone else."

Is the paddock friendly? "It's not exactly antagonistic. You absolutely watch all the time; to keep opportunities open. Everyone has their professional face on all the time. There are occasional problems but they don't last long."

Spencer's favorite tracks? He likes designs with impression that a race car should go fast. The safest is VIR. The most fun are The Glen, Atlanta, and VIR, they're full throttle all the time.

*Baltimore was a brand new street course this year for ALMS. It wasn't finished until a few hours before race time.



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Don't Lift- continued from page 12

including Bilstein PSS-9s and Pagid Black brake pads. Downs included power steering problems that started on the drive from Calabogie to Mont-Tremblant. Most frustrating was the power steering problem recurring at our WGI event causing me to miss two of the three days and an opportunity to take check-rides to Black. But the theme came back. Finished the 2010 season with NCR's two-day "Spring is a Long Time Coming" DE event and passed check-rides to Black with Abe Anderson and Steve Artick. Overall, 2010 was an "Up" season. Got my theme back and had a good time serving on the Track Committee as Track Operations (aka, the guy in the green hat). So — don't lift!

The 2011 DE season was another for maturing as a driver and Track Committee member. And, as I've become more experienced in my Track Operations role, I've been able to take more time just getting to know our DE participants better. It really is the people, not just the cars. The past four plus years have been fantastic. The instructor corps and track committee are, I think, some of the best in PCA and my fellow DE participants are a great group of people. The highlight of the year was Bruce Hauben asking me if I would take the Track Chair position starting in 2012. The answer to the question I posed at the beginning, "How did I get in this predicament?" is simple; I volunteered. I think NER has one of the best DE programs going and I want to be part of that. With the help of an excellent set of people who have volunteered to be on the 2012 Track Committee, and with the enthusiastic participation of our DE drivers, I think we can be successful. So — don't lift!

Next month I plan to introduce our 2012 Track Committee with a few words about each person and their position. - Sincerely, Stan

Minutes- continued from page 8

to help out with the Control function and that offer was quickly accepted. Adrienne has agreed to take responsibility for organizing the social activities at track events.

Stan asked the board to approve funds so that those receiving the annual DE awards could also be presented Lucite awards that they could keep after they return the formal award at the end of the year. The board approved that expenditure.

Chris had circulated the Treasurers Report by e-mail; as usual, it shows that the club is in good financial condition. The board voted to approve the report.

Adrienne discussed NOR'EASTER assignments. She noted that several previously regular columnists will no longer be writing columns and all board members should encourage anyone interested in writing a column to talk with Adrienne. Stan indicated that he was planning to write a DE column and had even selected his by-line (you'll have to wait and see what it is). Adrienne asked that anyone organizing an event make sure to get someone to write an article about the event and hopefully supply pictures as well.

Amy provided the following Membership Report: NER has 1,424 Primary members, 990 Affiliate members, for a total membership of 2,414. During the month NER had 13 new members, with six transferring in and nine transferring out.

The next meeting will be held in January (date to be determined).

The meeting was adjourned at 9:02 pm.

Improving and maintaining excellence- continued from page 13

Autoworks has now been open for seven years since last October and still going strong. I've moved twice, going from 1500 square feet to 5000 square feet. Then last summer I bought a 20,000 square foot building from a bank foreclosure. The new shop has 8000 square feet of shop floor space and 12,000 for car rental storage. There is a lot left to do to make it 100%, but this time I can make it my own. This winter is going to be pretty intense. A full bare tub 911ST build, a handfull of 996tt chassis builds, gearbox/engine work, etc. Hopefully I'll find time to build up my 911SC which is being transformed to a full carbon 73RSR. Next month I'll be updating you with pics of the 911ST which includes a newly designed rally spec cage, custom seat pan that allows a 6'5" tall person to have have 2" of headroom while wearing a helmet, custom sill stands and more...

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The room is very large and is painted a sleek graphite gray with black accents. The banners hanging from the ceiling are of car designers. They are mostly black and white with splashes of red and blue. You are looking at two levels where a sample of the racecars is displayed. When I was there, they were a Porsche, an Alfa Romeo, a Lotus and a Ferrari. All were red and looked brand new. I had read that this museum has been criticized for being too quiet, clean and without a sense of motion. I disagree. The color scheme was understated elegance, and I felt as though the room was going to start to move at any moment.

The cars are presented in chronological order. The earliest cars are from 1912. They represent the origin of the sports car form, which was then, as now, a lighter, lower, more responsive model with a high-performance engine. One is a Hispano-Suiza 15T from Spain. It has no doors. If you're not agile enough to vault into the seat, you can't drive it. The other 1912 model is a Mercer Raceabout. It has no body at all, just a hood, seats and a steering wheel. It's easy to get in; staying in is the tricky part.

There's also a 1929 Stutz Blackhawk that the Collier brothers found in a barn in Vermont.

Another really cool thing about this museum is how it displays the cars. Each one has a picture above it that shows it on one of its glory days. The engines are displayed separately, adjacent to the cars. It's apparent that a lot of thought went into the presentations.

The museum is located at 2500 South Horseshoe Drive. I was there six years before I uncovered it. I had to laugh because I can almost walk there from my home.

E-mail me if you want Peter's phone number. Plan to tell him your PCA affiliation and ask about the possibility of being included in a gathering. He's been very accommodating with me. The museum is open all year for events, and usually there is at least one going on the weekend of the big car event. So it's

a win-win situation if you check to see if those two events can be synchronized for a visit. It would be well worth your time. I spend most of February there myself. I'd be glad to tell you about other things going on and great places to visit, restaurants you might like, etc. Or just e-mail to say hello or make a comment. My e-mail address is vhy4167@hotmail.com.

In the meantime, who cares if it's winter, get out and enjoy your car! Lucy stays registered and eagerly awaits sunny, salt-free days.



Collier Automotive Museum.



Naples, Florida annual car show.



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Daniel P. Buonagurio
Duxbury, MA
2002 911 R Turbo Silver

Brian Goss
Cambridge, MA
1999 911 Gray

Edmund J. Burke
Pocasset, MA
2006 Boxster S Gray

Timothy Grimes
Boaton, MA
2011 Carrera 4S White

Ivan R. Burns
Concord, MA
2012 911 GTS Gray

John D. Haase
Wayland, MA
2010 Panamera Black

Bruce R. Depper
Swampscott, MA
1995 911 Yellow

James W. Madson
Westborough, MA
1986 911 Red

Patrick J. Donovan
Little Compton, RI
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2003 Boxster

Richard S. Drapkin
Medway, MA
2007 911 Blue

Arra S. Reddy
Brookline, MA
2002 Boxster Blue

Walter M. Dzialo
Pawtucket, RI
2003 Carrera Red

Alejandro Sarmiento
Lexington, MA
2012 Cayenne S Black

On the Edge- continued from page 4

keep going, but ohhh boy is it true. At the apex, you're looking for your next turn in point. Look UP!! Not at that cone! The cone doesn't matter any more! It stopped mattering the second you turned in. You need to move on to the next turn in, the next apex, and the next track out.

Not only does it make you smoother, but also things come at you more slowly. If you drive six inches off your nose, that's about as much notice as you'll get that something's wrong. That's what happens in traffic jams. If your eyes are up, you see those brake lights coming on five or ten cars ahead... blink, blink, blink, blink... the obvious conclusion is that the person in front of you will be braking in 5,4,3,2... brake. You're brain processed this information seven seconds ago. You have already lifted off the accelerator, moved your foot to hover over the brake pedal. You're not surprised, or worse, plowed into his rear end.

The same holds true out on the track. Your brain is forging a plan, well ahead of time for that corner coming up, planning the inputs, and the best line. It's not thinking about the cone six inches from your nose, the one you can't do anything about. (And if you try to correct it then, it's going to go badly.)

Finally, your car goes where your eyes go. If you are focused on the wall, you're going into that wall; it's as simple as that. Get your eyes up!

"Finish What Ya Started" — Drivers don't give up. They improvise, and think, and do whatever they can to keep going. They jump out and collect a stray tire, they duck halfway under the dash and reconnect wires, they limp and hobble to the pits, but they get it fixed, and they get on with it. To finish first, you first have to finish. Yeah, I think that covers it.

Those are four of the hundreds of things I've learned, on and off the track, this year. I've integrated them into my life; correcting mistakes, without focusing on the past; securing a foundation, checking even the seemingly innocuous things that are important, even if I don't see them all the time. I keep my eyes up, metaphorically. Did I see that coming? Should I have? Working on my death grip in general, and doing what it takes to keep going. Giving up has never been an option, but at least now I have some racing perspective to keep it in.

Four Speeds and Drum Brakes - continued from page 6



Dash Plaque.

back where it belonged. Too bad I didn't spot those wires first. Good thing these old cars are simple to fix, not easy but simple, at least for me.

In just a week the paint was done, an 'outlaw' feature was added to the engine cover (a new grill screen), and Blackie was ready to come home. All that was left now was to get some decent weather to make the ride home in the Speedster bearable, since the convertible top was still up in the attic where it has been for the last 12 years. I picked a Tuesday, based on the Boston weatherman on channel 4 who was expecting something approaching 50 degrees. I should know better; they are the only people around with a less than 40% success rate that still have their jobs. As the temps struggled to reach the low 40s, I donned the old helmet with the earflaps, two sweaters and a coat, winter gloves and off I went. I didn't get as many thumbs up as usual but I definitely got some stares. Everyone, especially car guys, know these old cars are all supposed to be in the barn by now.

Now everything is tucked in for the season and, while I do have a project for Blackie (coming to a column soon), all the toys are as clean as they have ever been and ready for the 2012 driving season. Maybe it will come early next year. KTF

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Enhancing MOTORing SKILLS- continued from page 6

the "running" temperature within a very narrow window. It is that operating temperature range of approximately 175F-185F that all of the engine's components are expected to be "in spec".

At this point perhaps we should consider how the various materials that make up those parts are made of, and more importantly how differently they expand and contract when subjected to temperature change. For example, the alloys used for the case, or block as well as the cam housings and chain boxes expands at a rate of about 10:1 when compared to the steel fasteners that hold them together. Now you can begin to appreciate what a vital role seals and gaskets play in accommodating the ever changing gaps and clearances just a little bit of temperature change can create. This issue is relevant throughout the entire engine, particularly in areas where there are no gaskets at all, which in an air cooled 911 engine is very often the case.

The next thing to consider when before we turn the key and start that engine is gravity. As one of Mother Nature's true constants, it also plays a key role in your engines life. The fact is that once you turn the engine off, all of that wonderful synthetic lubricant immediately begins to drain off of the parts it was so lovingly caressing while it was running. You see, almost all of the internal engine parts are made of one type of metal or another and without the very thin film of oil to separate them from one another, they would all begin to self-destruct in a smoldering, seized-up lump. Every time you start your engine there is a short period of time when the engine is not yet fully lubricated. It is that period when almost of the wear occurs. Therefore, it stands to reason that the longer the car does not run, the more oil has drained off of the surfaces it is designed to lubricate and into the bottom of the engine. It is the friction that this allows, that is in the end, the single most detrimental force your engine will ever experience.

I would hope now that we understand the temperature, as well as gravitational implications of storing your car over a cold New England winter has on your engine, you can begin to appreciate why "starting it up every once in a while" is the absolute worst thing you can do to your Porsche.

It has been said, and I believe with some merit, that if you started your car once and never turned it off it could quite possibly last forever. While that is obviously not a very practical expectation, it does underline the validity of the above stated and highlighted premise.

I hope the above missive has helped to shed a little bit of light on a subject that has been raised often over the years by many Porsche owners I have met. Please feel free to contact me directly if you have any questions regarding this or any other Porsche related issue. I will do my best to help reinforce facts and dispel the myths.

Warmest regards for a healthy winter season.

- Jerry Pellegrino epe@epe.com

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